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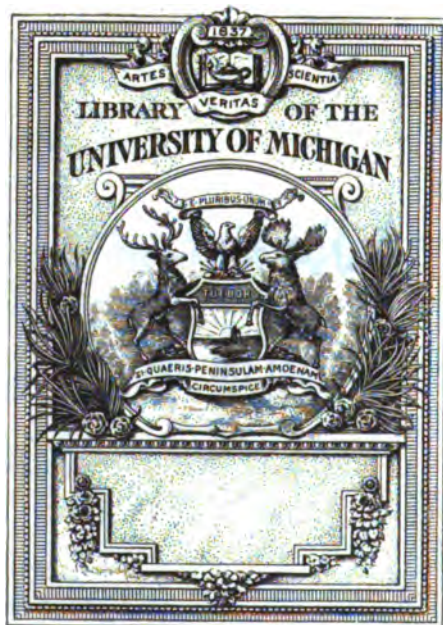
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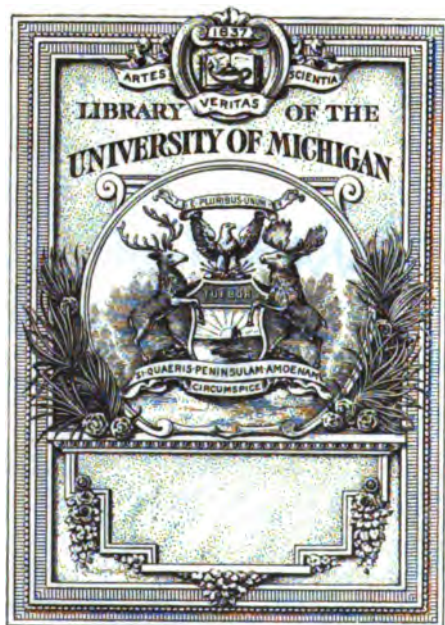
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COMMERCIAL RELATIONS

OF THE

112908

UNITED STATES

WITH

FOREIGN COUNTRIES

DURING

THE YEAR 1901.

IN TWO VOLUMES.

VOLUME I.

ISSUED FROM THE BUREAU OF FOREIGN COMMERCE, DEPARTMENT OF STATE.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.

1902.

PUBLICATIONS OF THE BUREAU OF FOREIGN COMMERCE.¹

The publications of the Bureau of Foreign Commerce, Department of State, are:

I.—**COMMERCIAL RELATIONS**, being the annual reports of consular officers on the commerce, industries, navigation, etc., of their districts.

II.—**CONSULAR REPORTS**, issued monthly, and containing miscellaneous reports from diplomatic and consular officers.

III.—**ADVANCE SHEETS, CONSULAR REPORTS**, issued daily, except Sundays and legal holidays, for the convenience of the newspaper press, commercial and manufacturing organizations, etc.

IV.—**EXPORTS DECLARED FOR THE UNITED STATES**, issued quarterly, and containing the declared values of exports from the various consular districts to the United States for the preceding three months.

V.—**SPECIAL CONSULAR REPORTS**, containing series of reports from consular officers on particular subjects, made in pursuance to instructions from the Department.

Following are the special publications issued by the Bureau prior to 1890:

Labor in Europe, 1878, one volume; Labor in Foreign Countries, 1884, three volumes; Commerce of the World and the Share of the United States therein, 1879; Commerce of the World and the Share of the United States Therein, 1880-81; Declared Exports for the United States, First and Second Quarters, 1883; Declared Exports for the United States, Third and Fourth Quarters, 1883, Cholera in Europe in 1884, 1885; Trade Guilds of Europe, 1885; The Licorice Plant, 1886; Forestry in Europe, 1887; Emigration and Immigration, 1885-86 (a portion of this work was published as CONSULAR REPORTS No. 76, for the month of April, 1887); Rice Pounding in Europe, 1887; Sugar of Milk, 1887; Wool Scouring in Belgium, 1887; Cattle and Dairy Farming in Foreign Countries, 1898 (issued first in one volume, afterwards in two volumes); Technical Education in Europe, 1888; Tariffs of Central America and the British West Indies, 1890.

The editions of all these publications, except Tariffs in Central America, etc., are exhausted, and the Department is, therefore, unable to supply copies.

In 1890 the Department decided to publish reports on special subjects in separate form, to be entitled **SPECIAL CONSULAR REPORTS**. There are now the following **SPECIAL CONSULAR REPORTS**:

Vol. 1 (1890).—Cotton Textiles in Foreign Countries, Flies in Spanish America, Carpet Manufacture in Foreign Countries, Malt and Beer in Spanish America, and Fruit Culture in Foreign Countries.

Vol. 2 (1890 and 1891).—Refrigerators and Food Preservation in Foreign Countries, European Emigration, Olive Culture in the Alpes Maritimes, and Beet-Sugar Industry and Flax Cultivation in Foreign Countries.

Vol. 3 (1891).—Streets and Highways in Foreign Countries. (New edition, 1897.)

Vol. 4 (1891).—Port Regulations in Foreign Countries.

Vol. 5 (1891).—Canals and Irrigation in Foreign Countries. (New edition, 1898.)

Vol. 6 (1891 and 1892).—Coal and Coal Consumption in Spanish America, Gas in Foreign Countries and India Rubber.

Vol. 7 (1892).—The Slave Trade in Foreign Countries and Tariffs of Foreign Countries.

Vol. 8 (1892).—Fire and Building Regulations in Foreign Countries.

Vol. 9 (1892 and 1893).—Australian Sheep and Wool, and Vagrancy and Public Charities in Foreign Countries.

Vol. 10 (1894).—Lead and Zinc Mining in Foreign Countries and Extension of Markets for American Flour. (New edition, 1897.)

Vol. 11 (1894).—American Lumber in Foreign Markets. (New edition, 1897.)

Vol. 12 (1895).—Highways of Commerce. (New edition, 1899.)

Vol. 13 (1896 and 1897).—Money and Prices in Foreign Countries.

Vol. 14 (1898).—The Drug Trade in Foreign Countries.

Vol. 15 (1898).—Part I. Soap Trade in Foreign Countries; Screws, Nuts, and Bolts in Foreign Countries; Argols in Europe; Rabbits and Rabbit Furs in Europe, and Cultivation of Ramie in Foreign Countries. Part II. Sericulture and Silk Reeling and Cultivation of the English Walnut.

Vol. 16 (1899).—Tariffs of Foreign Countries. Part I. Europe. Part II. America. Part III. Asia. Part IV. Africa. Part V. Australasia and Polynesia.

Vol. 17 (1899).—Disposal of Sewage and Garbage in Foreign Countries; Foreign Trade in Coal Tar and By-Products.

Vol. 18 (1900).—Merchant Marine of Foreign Countries.

Vol. 19 (1900).—Paper in Foreign Countries, and Uses of Wood Pulp.

Vol. 20 (1900).—Part I. Book Cloth in Foreign Countries; Market for Ready-Made Clothing in Latin America; Foreign Imports of American Tobacco; Cigar and Cigarette Industry in Latin America. Part II. School Gardens in Europe. Part III. The Slave Trade in Foreign Countries.

Vol. 21 (1900).—Part I. Foreign Markets for American Coal. Part II. Vehicle Industry in Europe. Part III. Trusts and Trade Combinations in Europe.

Vol. 22 (1901).—Part I. Acetic Acid in Foreign Countries. Part II. Mineral Water Industry. Part III. Foreign Trade in Heating and Cooking Stoves.

Vol. 23 (1901).—Part I. Gas and Oil Engines in Foreign Countries.

Of these **SPECIAL CONSULAR REPORTS**, Australian Sheep and Wool, Cotton Textiles in Foreign Countries, Flies in Spanish America, Fire and Building Regulations, Fruit Culture, Gas in Foreign Countries, India Rubber, Lead and Zinc Mining, Malt and Beer in Spanish America, Port Regulations, Refrigerators and Food Preservation; Sericulture, etc., are exhausted, and no copies can be supplied by the Department.

There was also published, in 1899, Proclamations and Decrees during the War with Spain, comprising neutrality circulars issued by foreign countries, proclamations by the President, orders of the War and Navy Departments, and War decrees of Spain.

Of the monthly **CONSULAR REPORTS**, many numbers are exhausted or so reduced that the Department is unable to accede to requests for copies. Of the publications of the Bureau available for distribution, copies are mailed to applicants without charge. In view of the scarcity of certain numbers, the Bureau will be grateful for the return of any copies of the monthly or special reports which recipients do not care to retain. Upon notification of willingness to return such copies, the Department will forward franking labels to be used in lieu of postage in the United States, Canada, the Hawaiian Islands, and Mexico.

Persons receiving **CONSULAR REPORTS** regularly, who change their addresses, should give the old as well as the new address in notifying the Bureau of the fact.

In order to prevent confusion with other Department bureaus, all communications relating to **Consular Reports** should be carefully addressed, "Chief, Bureau of Foreign Commerce, Department of State, Washington, U. S. A."

¹ Formerly Bureau of Statistics. Name changed to Bureau of Foreign Commerce by order of the Secretary of State, July 1, 1897.

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EXPLANATORY.

By concurrent resolution of the United States Senate and House of Representatives, adopted March 18, 1902, 19,000 copies of the Review of the World's Commerce, introductory to Commercial Relations of the United States with Foreign Countries during the year 1901, were ordered to be printed, separately, 3,000 to be for the use of the Senate, 6,000 for the House of Representatives, and 10,000 for distribution by the Department of State. The Review is also printed with the regular edition of Commercial Relations (two volumes), of which 11,000 copies were ordered to be printed, 2,000 for the use of the Senate, 4,000 for the House of Representatives, and 5,000 for distribution by the Department of State.

Commercial Relations is wholly distinct from the daily and monthly publications, Consular Reports, the latter dealing with current subjects of importance, while Commercial Relations deals only with annual reports and statistics.

Applications for these publications should be addressed:

CHIEF,

BUREAU OF FOREIGN COMMERCE,

DEPARTMENT OF STATE,

Washington, D. C.

VALUES OF FOREIGN COINS AND CURRENCIES.

The following statements show the valuation of foreign coins, as given by the Director of the United States Mint and published by the Secretary of the Treasury, in compliance with the first section of the act of March 3, 1873, viz: "That the value of foreign coins, as expressed in the money of account of the United States, shall be that of the pure metal of such coin of standard value," and that "the value of the standard coins in circulation of the various nations of the world shall be estimated annually by the Director of the Mint, and be proclaimed on the 1st day of January by the Secretary of the Treasury."

In compliance with the foregoing provisions of law, annual statements were issued by the Treasury Department, beginning with that issued on January 1, 1874, and ending with that issued on January 1, 1890. Since that date, in compliance with the act of October 1, 1890, these valuation statements have been issued quarterly, beginning with the statement issued January 1, 1891.

The fact that the market exchange value of foreign coins differs in many instances from that given by the United States Treasury has been repeatedly called to the attention of the Bureau of Foreign Commerce. An explanation of the basis of the quarterly valuations was asked from the United States Director of the Mint, and under date of February 7, 1898, Mr. R. E. Preston made the following statement:

"When a country has the single gold standard, the value of its standard coins is estimated to be that of the number of grains fine of gold in them, 480 grains being reckoned equivalent to \$20.67 in United States gold, and a smaller number of grains in proportion. When a country has the double standard, but keeps its full legal-tender silver coins at par with gold, the coins of both gold and silver are calculated on the basis of the gold value.

"The value of the standard coins of countries with the single silver standard is calculated to be that of the average market value of the pure metal they contained during the three months preceding the date of the proclamation of their value in United States gold by the Secretary of the Treasury. The value of the gold coins of silver-standard countries is calculated at that of the pure gold they contain, just as if they had the single gold standard.

"These valuations are used in estimating the values of all foreign merchandise exported to the United States."

The following statements, running from January 1, 1874, to October 1, 1901, have been prepared to assist in computing the values in American money of the trade, prices, values, wages, etc., of and in foreign countries, as given in consular and other reports. The series of years are given so that computations may be made for each year in the proper money value of such year. In hurried computations, the reductions of foreign currencies into American currency, no matter for how many years, are too often made on the bases of latest valuations. All computations of values, trade, wages, prices, etc., of and in the "fluctuating-currency countries" should be made in the values of their currencies in each year up to and including 1890, and in the quarterly valuations thereafter.

To meet typographical requirements, the quotations for the years 1875-1877, 1879-1882, and 1884-1887 are omitted, these years being selected as showing the least fluctuations when compared with years immediately preceding and following.

To save unnecessary repetition, the estimates of valuations are divided into three classes, viz: (A) countries with fixed currencies; (B) countries with fluctuating currencies, and (C) quarterly valuations of fluctuating currencies.

A.—Countries with fixed currencies.

The following official (United States Treasury) valuations of foreign coins do not include "rates of exchange."

Countries.	Standard.	Monetary unit.	Value in United States gold.	Coins.
Argentine Republic.	Gold and silver.	Peso	\$0.96, 5	Gold—Argentine (\$4.82, 4) and Argentine; silver—peso and divisions.
Austria-Hungary ^a ...	Gold.....	Crown .....	.20, 3	Gold—20 crowns (\$4.06, 2) and 10 crowns.
Belgium.....	Gold and silver.	Franc .....	.19, 3	Gold—10 and 20 franc pieces; silver—5 francs.
Brazil	Gold.....	Milreis .....	.54, 6	Gold—5, 10, and 20 milreis; silver—1, 1, and 2 milreis.
British North America (except Newfoundland.)	.....do	Dollar	1.00	
Chile .....	.....do	Peso.....	.86, 5	Gold—escudo (\$1.25), doubloon (\$3.66), and condor (\$7.30); silver—peso and divisions.
Costa Rica.....	.....do	Colon.....	.46, 5	Gold—2, 5, 10, and 20 colons; silver—5, 10, 25, and 50 centesimos.
Cuba	Gold and silver.	.....do .....	.92, 6	Gold—doubloon (\$5.01, 7); silver—peso (50 cents).
Denmark.....	Gold.....	Crown .....	.26, 8	Gold—10 and 20 crowns.
Ecuador ^b.....	.....do	Sucre .....	.48, 7	Gold—10 sucres (\$4.8665); silver, sucre and divisions.
Egypt .....	.....do	Pounds (100 piasters).	4.94, 3	Gold—10, 20, 50, and 100 piasters; silver—1, 2, 10, and 20 piasters.
Finland .....	.....do	Mark .....	.19, 3	Gold—10 and 20 marks (\$1.93 and \$3.85, 9).
France	Gold and silver.	Franc .....	.19, 3	Gold—5, 10, 20, 50, and 100 francs; silver—5 francs.
Germany	Gold.....	Mark .....	.23, 8	Gold—5, 10, and 20 marks.
Great Britain.....	.....do	Pound sterling ..	4.86, 64	Gold—sovereign (pound sterling) and half sovereign.
Greece	Gold and silver.	Drachma .....	.19, 3	Gold—5, 10, 20, 50, and 100 drachmas; silver—5 drachmas.
Haiti .....	.....do	Gourde .....	.96, 5	Silver—gourde.
India ^c	Gold	Rupree .....	.32, 4	Gold—sovereign (\$4.8665); silver—rupree and divisions.
Italy	Gold and silver.	Lira .....	.19, 3	Gold—5, 10, 20, 50, and 100 lire; silver—5 lire.
Japan ^d	Gold	Yen .....	.49, 8	Gold—1, 2, 5, 10, and 20 yen.
Liberia .....	.....do	Dollar	1.00	
Netherlands.....	Gold and silver.	Florin .....	.40, 2	Gold—10 florin; silver—1, 1, and 2½ florins.
Newfoundland	Gold	Dollar	1.01, 4	Gold—\$2 (\$2.02, 7).
Peru ^e.....	.....do	Sol .....	.48, 7	Gold—1 libra (\$4.8665); silver—sol and divisions.
Portugal .....	.....do	Milreis	1.08	Gold—1, 2, 5, and 10 milreis.
Russia ^f.....	.....do	Ruble .....	.51, 4	Gold—imperial (\$7.718); 1 imperial (\$3.80), and 1 ruble; silver—1, 1, and 1 ruble.
Spain	Gold and silver.	Peseta .....	.19, 3	Gold—25 pesetas; silver—5 pesetas.
Sweden and Norway.	Gold	Crown .....	.26, 8	Gold—10 and 20 crowns.
Switzerland.....	Gold and silver.	Franc .....	.19, 3	Gold—5, 10, 20, 50, and 100 francs; silver—5 francs.
Turkey	Gold	Plaster .....	.04, 4	Gold—25, 50, 100, 200, and 500 piasters.
Uruguay .....	.....do	Peso	1.03, 4	Gold—peso; silver—peso and divisions.
Venezuela	Gold and silver.	Bolivar .....	.19, 3	Gold—5, 10, 20, 50, and 100 bolivars; silver—5 bolivars.

^a The gold standard was adopted October 1, 1892. (See Consular Reports, No. 147, p. 623.) The crown currency went into effect January 1, 1900.

^b Gold standard adopted November, 1900. (See Consular Reports, No. 225, June, 1899.)

^c For an account of the adoption of the gold standard, see Consular Reports, No. 238, p. 359. The sovereign is the standard coin, but the rupee is the money of account.

^d Gold standard adopted October 1, 1897. (See Consular Reports, No. 201, p. 259.)

^e Gold standard adopted October 13, 1900.

^f For an account of the adoption of the gold standard, see Review of the World's Commerce, 1896-97, p. 264.

B.—Countries with fluctuating currencies, 1874–1896.

Countries.	Standard.	Monetary unit.	Value in terms of the United States gold dollar on Jan. 1—					
			1874.	1878.	1883.	1888.	1889.	1890.
Austria-Hungary*	Silver.....	Florin	\$0.47, 6	\$0.45, 8	\$0.41, 3	\$0.34, 5	\$0.33, 6	\$0.42
Bolivia	do	Dollar until 1890; boliviano there- after.	.96, 5	.96, 5	.83, 6	.69, 9	.68	.85
Central America	do	Peso .....	.96, 5	.91, 8	.83, 6	.69, 9	.68	.85
China	do	Halkwan tael	1.61					
Colombia	do	Peso .....	.96, 5	.96, 5	.83, 6	.69, 9	.68	.85
Ecuador	do	do .....	.96, 5	.91, 8	.83, 6	.69, 9	.68	.85
Egypt*	Gold	Pound (100 pias- ters.)		4.97, 4	4.97, 4			
India	Silver.....	Rupee .....	.45, 8	.43, 6	.39, 7	.32, 2	.32, 3	.40, 4
Japan	{Gold..... Silver.....}	{Yen	{.99, 7 .99, 7}	{.99, 7 .99, 7}	{.99, 7 .99, 7}	{.99, 7 .99, 7}	{.99, 7 .99, 7}	{.99, 7 .99, 7}
Mexico	do	Dollar	1.04, 7½	.99, 8	.90, 9	.75, 9	.73, 9	.92, 3
Netherlands*	Gold and silver.	Florin .....	.40, 5	.38, 5	.40, 2			
Peru	Silver.....	Sol .....	.92, 5	.91, 8	.83, 6	.69, 9	.68	.85
Russia	do	Ruble .....	.77, 17	.73, 4	.66, 9	.55, 9	.54, 4	.68
Tripoli	do	Mahbub of 20 pias- ters.	.87, 09	.82, 9	.74, 8	.63	.61, 4	.76, 7

Countries.	Standard.	Monetary unit.	Value in terms of the United States gold dollar on Jan. 1—					
			1891.	1892.	1893.	1894.	1895.	1896.
Austria-Hungary*	Silver.....	Florin	\$0.38, 1	\$0.34, 1				
Bolivia	do	Dollar unit 1890; boliviano there- after.	.77, 1	.69, 1	\$0.61, 8	\$0.51, 6	\$0.45, 5	\$0.49, 1
Central America	do	Peso .....	.77, 1	.69, 1	.61, 8	.51, 6	.45, 5	.49, 1
Colombia	do	do .....	.71, 1	.69, 1	.61, 8	.51, 6	.45, 5	.49, 1
Ecuador	do	do .....	.77, 1	.69, 1	.61, 8	.51, 6	.45, 5	.49, 1
India	do	Rupee .....	.86, 6	.82, 8	.29, 2	.24, 5	.21, 6	.23, 8
Japan	{Gold..... Silver.....}	{Yen	{.83, 1 .83, 1}	{.74, 5 .74, 5}	{.66, 1 .66, 1}	{.56, 6 .56, 6}	{.49, 1 .49, 1}	{.52, 9 .52, 9}
Mexico	do	Dollar .....	.83, 7	.75	.66, 6	.56	.49, 5	.53, 3
Peru	do	Sol .....	.77, 1	.69, 1	.61, 8	.51, 6	.45, 5	.49, 1
Russia	do	Ruble .....	.61, 7	.56, 3	.49, 1	.41, 3	.36, 4	.39, 3
Tripoli	do	Mahbub of 20 pias- ters.	.69, 5	.62, 8	.55, 8	.46, 5	.41, 1	.44, 8

*See footnote, table of fixed currencies.

†The Egyptian pound became fixed in value at \$4.94, 3 in 1887.

*The Netherlands florin fluctuated up to the year 1880, when it became fixed at 40.2 cents.

C.—Quarterly valuations of fluctuating currencies.

Countries.	Monetary unit.	1898.				1899.			
		Jan. 1.	Apr. 1.	July 1.	Oct. 1.	Jan. 1.	Apr. 1.	July 1.	Oct. 1.
Bolivia	Silver boliviano	\$0.42, 4	\$0.40, 9	\$0.41, 8	\$0.43, 6	\$0.43, 9	\$0.43, 4	\$0.44, 3	\$0.43, 6
Central America	Silver peso .....	.41, 4	.40, 9	.41, 8	.43, 6	.43, 9	.43, 4	.44, 3	.43, 6
	Amoy tael .....	.68, 5	.66, 2	.67, 6	.70, 6	.71	.70, 2	.71, 6	.70, 5
	Canton tael .....	.68, 3	.66	.67, 4	.70, 4	.70, 8	.70	.71, 4	.70, 3
	Chefoo tael .....	.65, 5	.63, 3	.64, 6	.67, 5	.67, 9	.67, 2	.68, 4	.67, 4
	Chinkiang tael .....	.66, 9	.64, 6	.66	.69	.69, 3	.68, 6	.69, 9	.68, 9
	Fuchau tael .....	.68, 4	.61, 2	.62, 5	.65, 3	.65, 6	.65	.66, 2	.65, 2
China	Hankwan tael .....	.69, 7	.67, 3	.68, 8	.71, 8	.72, 2	.71, 4	.72, 8	.71, 8
	Hankau tael .....	.64, 1	.61, 9	.63, 2	.66	.66, 4	.65, 7	.67	.66
	Ningpo tael .....	.64, 3	.63	.65	.67, 9	.68, 2	.67, 5	.68, 8	.67, 8
	Niuchwang tael .....	.65, 9	.62	.63, 4	.66, 2	.66, 5	.65, 9	.67, 1	.66, 1
	Shanghai tael .....	.62, 6	.60, 4	.61, 7	.64, 5	.64, 8	.64, 1	.65, 4	.64, 4
	Swatow tael .....	.63, 3	.61, 1	.62, 4	.65, 2	.65, 5	.64, 9	.66, 1	.65, 1
	Takao tael .....	.66	.66, 6	.68	.71	.71, 4	.70, 7	.72	.71
	Tientsin tael .....	.66, 4	.64, 1	.65, 5	.68, 4	.68, 8	.68	.69, 4	.68, 3
	Silver peso .....	.42, 4	.40, 9	.41, 8	.43, 6	.43, 9	.43, 4	.44, 3	.43, 6
	do .....	.42, 4	.40, 9	.41, 8	.43, 6	.43, 9	.43, 4	.44, 3	.43, 6
Colombia	Silver rupee .....	.20, 1	.19, 1	.19, 9	.20, 7	.20, 8	.20, 6	.21	.20, 7
Mexico	Silver dollar .....	.46	.44, 4	.45, 4	.47, 4	.47, 7	.47, 2	.48, 1	.47, 4
Peria	Silver kran .....	.07, 8	.07, 5	.07, 7	.08	.08, 1	.08	.08, 2	.08
Peru	Silver sol .....	.42, 4	.40, 9	.41, 8	.43, 6	.43, 9	.43, 4	.44, 3	.43, 6

Countries.	Monetary unit.	1900.				1901.			
		Jan. 1.	Apr. 1.	July 1.	Oct. 1.	Jan. 1.	Apr. 1.	July 1.	Oct. 1.
Bolivia	Silver boliviano	\$0.42, 7	\$0.43, 6	\$0.43, 8	\$0.45, 1	\$0.46, 8	\$0.45, 1	\$0.43, 6	\$0.42, 8
Central America	Silver peso .....	.42, 7	.43, 6	.43, 8	.45, 1	.46, 5	.45, 1	.43, 6	.42, 8
	Amoy tael .....	.69, 1	.70, 5	.70, 9	.72, 9	.75, 7	.72, 9	.70, 5	.69, 1
	Canton tael .....	.68, 9	.70, 3	.70, 7	.72, 7	.75, 5	.72, 7	.70, 3	.68, 9
	Chefoo tael .....	.66, 1	.67, 4	.67, 8	.69, 7	.72, 4	.69, 7	.67, 4	.66, 1
	Chinkiang tael .....	.67, 5	.68, 8	.69, 3	.71, 2	.74	.71, 2	.68, 8	.67, 5
	Fuchau tael .....	.64	.65, 2	.65, 6	.67, 4	.70, 1	.67, 5	.65, 2	.64
China	Hankwan tael .....	.70, 3	.71, 7	.72, 1	.74, 2	.77, 1	.74, 2	.71, 7	.70, 4
	Hankau tael .....	.64, 7	.65, 9	.66, 3	.68, 2	.70, 9	.68, 2	.65, 9	.64, 7
	Ningpo tael .....	.66, 5	.67, 7	.68, 2	.70, 1	.72, 8	.70, 1	.67, 8	.66, 5
	Niuchwang tael .....	.64, 8	.66, 1	.66, 5	.68, 4	.71	.68, 4	.66, 1	.64, 8
	Shanghai tael .....	.63, 1	.64, 4	.64, 8	.66, 6	.69, 2	.66, 6	.64, 4	.63, 2
	Swatow tael .....	.63, 9	.65, 1	.65, 5	.67, 4	.70	.67, 4	.65, 1	.63, 9
	Takao tael .....	.69, 6	.70, 9	.71, 4	.73, 4	.76, 2	.73, 4	.70, 9	.69, 6
Colombia	Tientsin tael .....	.67	.68, 3	.68, 7	.70, 7	.73, 4	.70, 7	.68, 3	.67
India	Silver peso .....	.42, 7	.43, 6	.43, 8	.45, 1	.46, 8	.45, 1	.43, 6	.42, 8
India	Silver rupee .....	.20, 3	.20, 7	.20, 8	.....	.....	.....	.....	.....
Mexico	Silver dollar .....	.46, 4	.47, 3	.47, 6	.49	.50, 9	.49	.49	.46, 4
Peria	Silver kran .....	.07, 9	.08	.08, 1	.08, 3	.08, 6	.08, 3	.08, 3	.07, 9
Peru	Silver sol .....	.42, 7	.43, 6	.43, 8	.45, 7	.....	.....	.....	.....

* See footnote, table of fixed currencies.

FOREIGN WEIGHTS AND MEASURES.

The following table embraces only such weights and measures as are given from time to time in Consular Reports and in Commercial Relations:

Foreign weights and measures, with American equivalents.

Denominations.	Where used.	American equivalents.
Almude	Portugal	4.422 gallons.
Ardeb	Egypt	7.6907 bushels.
Are	Metric	0.02471 acre.
Arobe	Paraguay	25 pounds.
Arratel or libra	Portugal	1.011 pounds.
Arroba (dry)	Argentine Republic	25.3175 pounds.
Do	Brazil	32.38 pounds.
Do	Cuba	25.3664 pounds.
Do	Portugal	32.38 pounds.
Do	Spain	25.36 pounds.
Do	Venezuela	25.4024 pounds.
Arroba (liquid)	Cuba, Spain, and Venezuela	4.263 gallons.
Arshine	Russia	28 inches.
Arshine (square)	Do	5.44 square feet.
Artel	Morocco	1.12 pounds.
Baril	Argentine Republic and Mexico	20.0787 gallons.
Barrel	Malta (customs)	11.4 gallons.
Do	Spain (raisins)	100 pounds.
Berkovets	Russia	361.12 pounds.
Bongkal	India	832 grains.
Bouw	Sumatra	7,096.5 square meters.
Bu	Japan	0.1 inch.
Butt (wine)	Spain	140 gallons.
Cafiso	Malta	5.4 gallons.
Candy	India (Bombay)	529 pounds.
Do	India (Madras)	500 pounds.
Cantar	Morocco	118 pounds.
Do	Syria (Damascus)	575 pounds.
Do	Turkey	124.7086 pounds.
Cantaro (cantar)	Malta	175 pounds.
Carga	Mexico and Salvador	300 pounds.
Catty	China	1.333; (1 $\frac{1}{3}$) pounds.
Catty	Japan	1.31 pounds.
Do	Java, Siam, and Malacca	1.35 pounds.
Centaro	Sumatra	2.12 pounds.
Centner	Central America	4.2631 gallons.
Do	Bremen and Brunswick	117.5 pounds.
Do	Darmstadt	110.24 pounds.
Do	Denmark and Norway	110.11 pounds.
Do	Nuremberg	112.43 pounds.
Do	Prussia	113.44 pounds.
Do	Sweden	93.7 pounds.
Do	Vienna	123.5 pounds.
Do	Zollverein	110.24 pounds.
Do	Double or metric	220.46 pounds.
Chih	China	14 inches.
Coyan	Sarawak	3,098 pounds.
Do	Siam (Koyan)	2,667 pounds.
Cuadra	Argentine Republic	4.2 acres.
Do	Paraguay	78.9 yards.
Do	Paraguay (square)	8.077 square feet.
Do	Uruguay	Nearly 2 acres.
Cubic meter	Metric	35.3 cubic feet.
Cwt. (hundredweight)	British	112 pounds.
Desiatine	Russia	2.6997 acres.
Do	Spain	1.599 bushels.
Drachme	Greece	Half ounce.
Egyptian weights and measures	(See CONSULAR REPORTS No. 144.)	

*More frequently called "Kin." Among merchants in the treaty ports it equals 1.334 pounds avoirdupois.

Foreign weights and measures, with American equivalents—Continued.

Denominations.	Where used.	American equivalents.
Fanega (dry).....	Central America.....	1.3745 bushels.
Do.....	Chile.....	2.575 bushels.
Do.....	Cuba.....	1.599 bushels.
Do.....	Mexico.....	1.54728 bushels.
Do.....	Morocco.....	Strike fanega, 70 lbs.; full fanega, 118 lbs.
Do.....	Uruguay (double).....	7.776 bushels.
Do.....	Uruguay (single).....	3.888 bushels.
Do.....	Venezuela.....	1.599 bushels.
Fanega (liquid).....	Spain.....	16 gallons.
Feddan.....	Egypt.....	1.03 acres.
Frail (raisins).....	Spain.....	50 pounds.
Frasco.....	Argentine Republic.....	2.5096 quarts.
Do.....	Mexico.....	2.5 quarts.
Frasila.....	Zanzibar.....	35 pounds.
Fuder.....	Luxemburg.....	254.17 gallons.
Funt.....	Russia.....	0.9028 pound.
Garnice.....	Russian Poland.....	0.88 gallon.
Gram.....	Metric.....	15.432 grains.
Hectare.....	.....do.....	2.471 acres.
Hectoliter:		
Dry.....	.....do.....	2.838 bushels.
Liquid.....	.....do.....	26.417 gallons.
Joch.....	Austria-Hungary.....	1.422 acres.
Ken.....	Japan.....	6 feet.
Kilogram (kilo).....	Metric.....	2.2046 pounds.
Kilometer.....	.....do.....	0.821376 mile.
Klafter.....	Russia.....	216 cubic feet.
Koku.....	Japan.....	4.9629 bushels.
Korree.....	Russia.....	3.5 bushels.
Kwan.....	Japan.....	8.28 pounds.
Laet.....	Belgium and Holland.....	85.134 bushels.
Do.....	England (dry malt).....	82.52 bushels.
Do.....	Germany.....	2 metric tons (4,480 pounds).
Do.....	Prussia.....	112.29 bushels.
Do.....	Russian Poland.....	11½ bushels.
Do.....	Spain (salt).....	4,760 pounds.
League (land).....	Paraguay.....	4,633 acres.
Li.....	China.....	2,115 feet.
Libra (pound).....	Argentine Republic.....	1.0127 pounds.
Do.....	Central America.....	1.043 pounds.
Do.....	Chile.....	1.014 pounds.
Do.....	Cuba.....	1.0161 pounds.
Do.....	Mexico.....	1.01465 pounds.
Do.....	Peru.....	1.0143 pounds.
Do.....	Portugal.....	1.011 pounds.
Do.....	Spain.....	1.0144 pounds.
Do.....	Uruguay.....	1.0143 pounds.
Do.....	Venezuela.....	1.0161 pounds.
Liter.....	Metric.....	1.0567 quarts.
Livre (pound).....	Greece.....	1.1 pounds.
Do.....	Gulana.....	1.0791 pounds.
Load.....	England (timber).....	Square, 60 cubic feet; unhewn, 40 cubic feet; inch planks, 600 super- ficial feet.
Manzana.....	Costa Rico.....	1½ acres.
Do.....	Nicaragua and Salvador.....	1.727 acres.
Marc.....	Bolivia.....	0.507 pound.
Maund.....	India.....	82½ pounds.
Meter.....	Metric.....	39.37 inches.
Mil.....	Denmark.....	4.68 miles.
Do.....	Denmark (geographical).....	4.61 miles.
Milla.....	Nicaragua and Honduras.....	1.433 miles.
Morgen.....	Prussia.....	0.43 acre.
Oke.....	Egypt.....	2.7225 pounds.
Do.....	Greece.....	2.84 pounds.
Do.....	Hungary.....	3.0617 pounds.
Do.....	Turkey.....	2.82888 pounds.
Do.....	Hungary and Wallachia.....	2.5 pints.
Pic.....	Egypt.....	21½ inches.
Picu.....	Borneo and Celebes.....	135.64 pounds.
Do.....	China, Japan, and Sumatra.....	133½ pounds.
Do.....	Java.....	135.1 pounds.
Do.....	Philippine Islands.....	137.9 pounds.
Pie.....	Argentine Republic.....	0.9478 foot.
Do.....	Spain.....	0.91407 foot.
Pik.....	Turkey.....	27.9 inches.
Pood.....	Russia.....	36.112 pounds.
Pund (pound).....	Denmark and Sweden.....	1.102 pounds.
Quarter.....	Great Britain.....	8.252 bushels.
Do.....	London (coal).....	36 bushels.

Foreign weights and measures, with American equivalents—Continued.

Denominations.	Where used.	American equivalents.
Quintal.....	Argentine Republic	101.42 pounds.
Do.....	Brazil.....	130.06 pounds.
Do.....	Castile,* Chile, Mexico, and Peru.....	101.41 pounds.
Do.....	Greece.....	123.2 pounds.
Do.....	Newfoundland (fish).....	112 pounds.
Do.....	Paraguay.....	100 pounds.
Do.....	Syria.....	125 pounds.
Do.....	Metric.....	220.46 pounds.
Bottle.....	Palestine.....	5 pounds.
Do.....	Syria.....	54 pounds.
Sagen.....	Russia.....	7 feet.
Salm.....	Malta.....	490 pounds.
Se.....	Japan.....	0.02451 acres.
Seer.....	India.....	1 pound 13 ounces.
Shaku.....	Japan.....	11.9306 inches.
Sho.....	Do.....	1.6 quarts.
Standard (St. Petersburg).....	Lumber measure.....	166 cubic feet.
Stone.....	British.....	14 pounds.
Suerte.....	Uruguay.....	2,700 cuadras (see cuadra).
Sun.....	Japan.....	1.193 inches.
Tael.....	Cochin China.....	590.75 grains (troy).
Tan.....	Japan.....	0.25 acre.
To.....	Do.....	2 pecks.
Ton.....	Space measure.....	40 cubic feet.
Tonde (cereals).....	Denmark.....	5.94788 bushels.
Tondeland.....	Do.....	1.96 acres.
Tsubo.....	Japan.....	6 feet square.
Tsun.....	China.....	1.41 inches.
Tunna.....	Sweden.....	4.5 bushels.
Tunnland.....	Sweden.....	1.22 acres.
Vara.....	Argentine Republic.....	34.1208 inches.
Do.....	Central America.....	32.67 inches.
Do.....	Chile and Peru.....	33.367 inches.
Do.....	Cuba.....	33.384 inches.
Do.....	Curaçao.....	33.375 inches.
Do.....	Mexico.....	33 inches.
Do.....	Paraguay.....	34 inches.
Do.....	Spain.....	0.914117 yard.
Do.....	Venezuela.....	33.384 inches.
Vedro.....	Russia.....	2.707 gallons.
Vergees.....	Isle of Jersey.....	71.1 square rods.
Verst.....	Russia.....	0.663 mile.
Vloeka.....	Russian Poland.....	41.98 acres.

* Although the metric weights are used officially in Spain, the Castile quintal is employed in commerce in the Peninsula and colonies, save in Catalonia; the Catalan quintal equals 91.71 pounds.

METRIC WEIGHTS AND MEASURES.

Metric weights:

- Milligram ($\frac{1}{1000}$ gram) equals 0.0154 grain.
- Centigram ($\frac{1}{100}$ gram) equals 0.1543 grain.
- Decigram ($\frac{1}{10}$ gram) equals 1.5432 grains.
- Gram equals 15.432 grains.
- Decagram (10 grams) equals 0.3527 ounce.
- Hectogram (100 grams) equals 3.5274 ounces.
- Kilogram (1,000 grams) equals 2.2046 pounds.
- Myriagram (10,000 grams) equals 22.046 pounds.
- Quintal (100,000 grams) equals 220.46 pounds.
- Millier or tonnea—ton (1,000,000 grams) equals 2,204.6 pounds.

Metric dry measures:

- Milliliter ($\frac{1}{1000}$ liter) equals 0.061 cubic inch.
- Centiliter ($\frac{1}{100}$ liter) equals 0.6102 cubic inch.
- Deciliter ($\frac{1}{10}$ liter) 6.1022 cubic inches.
- Liter equals 0.908 quart.
- Decaliter (10 liters) equals 9.08 quarts.
- Hectoliter (100 liters) equals 2.838 bushels.
- Kiloliter (1,000 liters) equals 1.306 cubic yards.

Metric liquid measures:

- Milliliter ($\frac{1}{1000}$ liter) equals 0.0338 fluid ounce.
- Centiliter ($\frac{1}{100}$ liter) equals 0.338 fluid ounce.
- Deciliter ($\frac{1}{10}$ liter) equals 0.845 gill.

Metric liquid measures—Continued.

Liter equals 1.0567 quarts.

Decaliter (10 liters) equals 2.6418 gallons.

Hectoliter (100 liters) equals 26.417 gallons.

Kiloliter (1,000 liters) equals 264.18 gallons.

Metric measures of length:

Millimeter ($\frac{1}{1000}$ meter) equals 0.0394 inch.

Centimeter ($\frac{1}{100}$ meter) equals 0.3937 inch.

Decimeter ($\frac{1}{10}$ meter) equals 3.937 inches.

Meter equals 39.37 inches.

Decameter (10 meters) equals 393.7 inches.

Hectometer (100 meters) equals 328 feet 1 inch.

Kilometer (1,000 meters) equals 0.62137 mile (3,280 feet 10 inches.)

Myriameter (10,000 meters) equals 6.2137 miles.

Metric surface measures:

Centare (1 square meter) equals 1,550 square inches.

Are (100 square meters) equals 119.6 square yards.

Hectare (10,000 square meters) equals 2.471 acre.

MESSAGE FROM THE PRESIDENT OF THE UNITED STATES.

To the Senate and House of Representatives:

I transmit herewith a communication from the Secretary of State, accompanying the Commercial Relations of the United States for the year 1901, being the annual and other reports of consular and diplomatic officers upon the industries and commerce of foreign countries. In view of the importance of these reports to our business interests, I approve the recommendation of the Secretary of State that Congress authorize the printing of an edition of 10,000 copies of the summary entitled Review of the World's Commerce, and of 5,000 copies of Commercial Relations (including this summary), to be distributed by the Department of State.

THEODORE ROOSEVELT.

WHITE HOUSE,
Washington, January 23, 1902.

LETTER FROM THE SECRETARY OF STATE.

DEPARTMENT OF STATE,
Washington, January 23, 1902.

The PRESIDENT:

In accordance with section 208 of the Revised Statutes, I have the honor to transmit the Commercial Relations of the United States with Foreign Countries during the year 1901, being the annual reports from the consular officers, together with reports from some of the diplomatic officers, upon the industries and commerce of foreign countries. These reports were prepared, under special instructions from this Department, with the object of laying before Congress a statement of the trade, not only of the United States with the rest of the world, but of the various countries with each other, which should be as nearly contemporaneous as possible. This object, which was accomplished for the first time last year, the date of transmission to Congress having been advanced over the usual time by a month, has again been realized, and Commercial Relations may now be said to have reached a permanent basis as a record of economic movements throughout the world for each calendar year, appearing within the shortest practicable time

compatible with the proper editing and arrangement of the great mass of data.

This gratifying result has been achieved by means of the increasingly zealous and intelligent cooperation of the consular service with the efforts of the Department to expedite the work. Inasmuch as the information thus collected is of great value to the many important interests concerned in the growth of our foreign commerce, I have the honor to recommend that Congress be requested to authorize the printing, under the direction of the Department of State, in addition to the allotments for the Senate and the House of Representatives, of 10,000 copies of the Review of the World's Commerce, being a synopsis of the annual reports, to be distributed by the Department as the daily, monthly, and special consular reports are now distributed, and of 5,000 copies of Commercial Relations, to enable the Department to meet requests for the entire work.

Respectfully submitted.

JOHN HAY.

DEPARTMENT INSTRUCTION.

DEPARTMENT OF STATE,
Washington, August 1, 1901.

To the Consular Officers of the United States:

GENTLEMEN: In pursuance to instructions sent you July 25, 1900, and to paragraph 3 of section 592 (pages 253 and 254) of Consular Regulations, you are hereby instructed to prepare and forward to the Bureau of Foreign Commerce of this Department, not later than November 1, and sooner if practicable, a report, in an unnumbered dispatch, on the commerce and industries of your consular district, covering any facts and figures for the year 1900 not already transmitted to the Department, and as complete and accurate a statement as may be obtained of the trade and industries of said district for the six months ended June 30, 1901.

The special object of this instruction is to enable the Department to lay before Congress, on or about the 1st of January, 1902, a comprehensive statement of the trade, not only of the United States with the rest of the world, but of the various countries with each other. The Department is aware of the difficulty of obtaining official statistics covering so recent a period as the first half of the year 1901; but the success which has attended previous efforts of consular officers in obtaining recent information from both official and unofficial sources, as embodied in the Reviews of the World's Commerce for 1894-95, 1895-96, 1896-97, 1898, 1899, and 1900, published separately and also as an introduction to the annual volumes Commercial Relations of the United States for those years, encourages the hope that you will be enabled to make a satisfactory exhibit. The Department is not so much concerned as to obtaining detailed figures with the stamp of official accuracy as in securing an intelligent survey of the industrial activity and general tendencies of trade. The business men of the United States are particularly interested in learning whether there has been an increase or decrease in the more important lines of exports and imports, especially such as enter into the trade of the United States; also, the application of new processes of an industrial character which may either open up a new channel of supply from this country or suggest to our manufacturers improvements in their own processes or the creation of new industries.

Consular officers from time to time have reported upon deficiencies in American methods of packing goods and of the conditions of transportation, exchange, banking, etc., with this country, and the disadvantage under which we labor from the fact that European houses give longer credits and more liberal terms, not only as to payments by their customers but in manufacturing certain patterns and quantities of goods, and in getting them up in attractive shape to meet local

peculiarities and customs. All these subjects are matters of practical importance in considering the means of developing American trade, and you are requested to make such further suggestions with regard to them as the more recent developments of business in your district seem to warrant.

Other subjects of special importance are: Changes in currency values, especially in the United States gold value of the monetary unit, and the rate of exchange; changes in tariff rates and customs rules, port regulations, wharfage dues; improvements in harbor facilities; extension of telegraph and cable service; existing condition of transportation facilities (internal, coastwise, and ocean), including new lines of railways, new wagon and caravan routes, new canal or river systems, opened or projected, and the actual means and time of communication with United States ports, noting any material increase or decrease in freight rates; existing rates of licenses for carrying on business, especially those relating to commercial travelers; regulations affecting commercial travelers, including requirements as to passports, etc.; condition of the merchant marine, including data as to vessels built and vessels purchased from other countries; tonnage owned and employed in commerce with other countries, and methods of aiding and protecting the merchant marine; regulations, in brief, as to quarantine. Also any laws or regulations of a discriminating character which affect American vessels; statement as to any taxes or excises, in addition to tariff rates, which affect United States trade; changes in patent, copyright, and trade-mark laws; existing postal rates, domestic and foreign.

Full information is also desired in regard to any laws requiring goods to be marked so as to show the country of origin or manufacture.

If it be impracticable for you to obtain all the information asked for in the time prescribed, state the fact in your dispatch and forward the omitted data as a supplementary report as soon as possible. You will observe on page 254 of Consular Regulations that the report herein called for is required to be transmitted by August 1. It is possible that you have already prepared your report in compliance with this regulation. If so, you need only supplement it with the additional data called for in this instruction.

Please acknowledge this instruction by addressing the Chief of the Bureau of Foreign Commerce and informing him whether he may expect the report called for within the time necessary for transmission after November 1, 1901.

The two volumes Commercial Relations for 1900 have been mailed to you. From a careful examination of these, you will be able to inform yourself fully as to the scope and details of your report.

I am, gentlemen, your obedient servant,

DAVID J. HILL,
Acting Secretary.

REVIEW OF THE WORLD'S COMMERCE.

INTRODUCTION.

The commercial reports of diplomatic and consular officers for the calendar year 1901 record continued growth in the sales of many lines of manufactures from the United States in foreign markets, and the increase of the general concern in Europe as to the possible results of our industrial competition. Although the figures of our exports compiled by the Treasury Department show a considerable falling off in the total value of manufactured goods sent abroad, there seems to be a steady and uninterrupted spread in the popularity of what may be termed American novelties all over Europe. By the word "novelties" are meant not only labor-saving implements and machinery to which most Europeans were strangers, but a great variety of articles of merchandise, such as boots and shoes, leather goods, hats and clothing, rubber goods, furniture and household utensils, hardware and cutlery, canned goods, glassware, clocks and watches, scientific apparatus, electrical supplies, and cotton, silk, and woolen textiles, all of which possess distinguishing points of excellence and relative cheapness new to Europe, which commend them to purchasers there in preference to similar articles of home manufacture. In other words, while the aggregate of our exports of manufactured goods has shrunk, the variety of our sales in Europe is being extended and the territory upon which they are encroaching is being steadily enlarged.

ADVANCES IN AUSTRIA-HUNGARY.

A striking example of this is seen in the case of Austria-Hungary, the country in which originated the idea of a European combination against American goods, and where the hostility of the industrial forces continues to be most pronounced. Notwithstanding this, the imports from the United States, according to Consul-General Hurst, of Vienna,* are increasing rapidly, although American exporters have not until recently given general attention to that part of Europe "which is considerably removed from ports in closest touch with trans-Atlantic commerce." So formidable is the growth of American imports, in fact, that "Austrian manufacturers and agriculturists are making an organized effort to stem the inflow." At a recent conference in Vienna to take measures against American competition, adds Mr. Hurst, "it was openly acknowledged that the commercial policy of the present time is dictated and controlled by the United States."

* * * Instances of the gigantic strides of our American manu-

*See Advance Sheets of Consular Reports, No. 1193, November 19, 1901.

facturing industries are cited to show our capability to forge ahead of all competitors in many fields."

STILL LEADING IN GERMANY.

In a report upon the commerce and industries of Germany,* Consul-General Mason, of Berlin, says the United States again heads the list of countries selling to that country, with a total of nearly \$243,000,000, or 16.9 per cent of the entire bulk of German imports, although it should be noted that this covers the values of all American products landed on German soil, "a large percentage of which simply pass through * * * en route to Russia, Austria-Hungary, Switzerland and Scandinavia." It may be expected that later returns will show a falling off in German imports, owing to the recent industrial depression which has seriously impaired the purchasing power of the Empire. But in Germany, as in Austria-Hungary, our goods continue to hold their own, and the "overshadowing competition of the United States" is regarded by German economists as of grave importance to the future of German industry and commerce. "It is recognized by intelligent Germans," adds Mr. Mason, "that in future industrial and trade competitions, that fine composite product of American racial qualities, institutions, and methods, the workingman who thinks, will, in combination with our unequalled resources, turn the scale in favor of the United States."

SUPPLYING EUROPE WITH GOODS WE USED TO IMPORT.

The same concern is felt in France, in Belgium, in Switzerland, in Great Britain—in other words, in all of the highly developed manufacturing countries of Europe, and it is a most significant fact that, even in specialties which were once thought to be exclusively their own, the United States is becoming a more and more formidable competitor. Who would have imagined a few years ago that we would make such rapid progress in the manufacture of silk that we would soon cease buying silks from France, with the exception of highly finished goods, and would actually be exporting silks to that country? Yet this is what has happened. So of tin plate in Wales. At one time, it was doubtful whether we could manufacture tin plate profitably, and it was confidently asserted that the Welsh must always control the American trade. But we now manufacture all the tin plate we need, and the Welsh have recently imported tin bars from us.

There are, indeed, surprisingly few of the articles which used to be obtained exclusively abroad that are not now produced in the United States. The woolen as well as the silk industry of France and the hosiery industry of Germany are said to be suffering severely from our competition, and the Bohemian glass industry is feeling the effect of the increase of glass manufacture in the United States. Our cottons are steadily gaining in taste and finish, and are now sold in England in competition with the Manchester product.

Says the *Leipziger Tageblatt* of April 10, 1901:

Even in fancy articles, in which the European market has set the styles for the entire world, the American manufacturers are beginning to compete with the Euro-

*Printed in Advance Sheets of Consular Reports, No. 1185, November 9, 1901.

pean. British calico prints are already receiving competition from America. We hear that travelers of a well-known American house have offered American cotton stuffs in England with much success, and the London authorities declare them to be tasteful and worth their price.

A New York company manufacturing cotton stuffs intends to found a Paris house which shall introduce its fancy woven stuffs for women's dresses, and trimmed women's hats are being exported from the United States to Europe. "The reversible cloths which are made in the United States," said Consul Sawter of Glauchau, in a report sent in 1900, "are now the style in high-priced goods in the German capital."

In agriculture, as in manufactures, we are constantly widening the sphere of our production. The orange and lemon growers of southern Europe are feeling the effect of California's competition. "It is ridiculous," exclaims a Spanish newspaper,* "to think that fruits and vegetables raised on the slopes of the distant Pacific should compete at the very doors of Spain with those produced in this country. * * * Shall we live to see American oranges on the Valencia market itself?" We are producing our own raisins, our prunes, our wines, our olive oil, and are sending them abroad. California prunes now compete in Europe with Bosnian prunes, once a staple article of export to New York.

In the busy manufacturing district of Liege, Belgium, according to the annual report of Consul Winslow, more American goods are consumed than ever before, in spite of business depression. "Our sales, in general," says Mr. Winslow, "have doubled in the past three years, and it is now common to see articles marked 'Americaine' in the shop windows." Spanish journals complain that steel rails are imported from the United States, notwithstanding the production of iron is one of the important industries of Spain. Vice-Consul Wood of Madrid says our goods are to be seen everywhere, and include such American specialties as hair-clipping machines, dental supplies, typewriters, electric motors, etc.

DECLINE IN EXPORTS OF MANUFACTURES.

The people of Europe, it may be assumed, therefore, are not less but more favorably inclined to goods of American origin, and the falling off in our exports, so far as they are concerned, is to be attributed to temporary causes, such as business depression, reducing their purchasing power, with the natural result of falling prices, or to discrimination against our products. The reduction is also found to be due in part to the elimination of the Hawaiian Islands and Porto Rico from the Treasury tables of exports to foreign countries and to trade conditions in the United States, such as those affecting the exports of copper, which have checked the outflow of manufactured goods.

The Treasury statement of imports and exports of the United States for the calendar year 1901 (subject to revision) shows that the total imports amounted to \$880,421,056, an increase of \$51,271,342 over the year 1900, and that the total exports were \$1,465,380,919, a falling off of \$12,565,194 compared with the previous year. The exports of manufactures amounted to \$395,144,030, against \$441,406,942 during the same period in 1900, a falling off of \$46,262,912. The percentage of manufactures in the total of exports declined from 30.38 in 1900 to

*See Advance Sheets of Consular Reports, No. 1043.

27.48 in 1901. On the other hand, the exports of agricultural products rose in value from \$904,655,411 in 1900 to \$940,246,488 in 1901, a gain of \$35,591,077, thus largely offsetting the loss in manufactures. The percentage increased from 62.26 to 65.38. The decline in the exports of copper, not including ore, amounted \$24,007,711, and in manufactures of iron and steel to \$27,093,683.

HAS EXPANSION BEEN CHECKED?

Notwithstanding the continued spread of our goods in Europe and the deductions to be made from the Treasury figures on the score of accidental or natural causes of decline in manufactured exports, it is evident that the "American invasion" of Europe has ceased for the time being to be of the sweeping character that distinguished it at first as an economic phenomenon. Our advantages in industrial competition, in the abundance and cheapness of raw material and fuel, in the superior efficiency of our skilled labor, in the unexampled fecundity of our people in the invention of labor-saving machinery, and the advances we are constantly making in economies of production are still the subject of much anxious speculation in the great industrial centers of Europe, but there are some foreign observers who are encouraged by recent developments to hope that conditions may be more nearly equalized by the substitution of new processes and improved machinery modeled on our own and the adoption of legislative measures aimed especially at our goods. It was pointed out in the review a year ago* that in the reports of the consular officers for 1900 there ran, "along with a common note of satisfaction, a warning here and there of a more strenuous competition, which in the end may counterbalance our superior advantages to a considerable extent and check our progress in the world's markets unless we equip ourselves in the meantime for the ultimate phases of the struggle." As yet, it can not be said that Europe has made any sensible progress in actual performance toward more strenuous competition. The measures adopted thus far are almost wholly tentative or preparatory, and it may be that those which involve restrictive legislation will be abandoned, if the United States should consent to modify its tariff policy and permit the importation of a larger volume of European goods in return for similar concessions.

AN ENGLISH VIEW OF AMERICAN COMPETITION.

Upon the other hand, the decline in our exports of manufactures is taken in some quarters to indicate a subsidence in the aggressiveness and force of our competition. The London Times of January 7, 1902, in a careful review of our material progress in 1901, inclines to the view that we may have reached "the top of the wave of commercial prosperity," and that the danger apprehended from the United States of "aggressive economic interference with other countries" is not so serious as it was generally thought to be in the earlier stages of our expansion. Says the Times:

Great as has been the real commercial and industrial success of the United States during the last two or three years, we are convinced that it is insufficient to warrant the view of its economic results taken either by sanguine Americans or by timid

* Review of the World's Commerce for 1900, page 21.

Europeans. The United States are not, as many Americans and some foreigners seem to imagine, exempt from the laws of nature. There are people who are so fascinated by great relative magnitude that they are unable to distinguish between it and infinity. Their judgment becomes, so to speak, polarized by the too intense contemplation of great but variable economic forces, just as a compass needle is disturbed by the proximity of a relatively large mass of iron, and their minds become incapable of receiving impressions from evidence that the really permanent economic forces are not dead or even sleeping. Now, there have been several pieces of evidence during the past year that the economic situation in the United States is not altogether so good as it appears to those who merely look at and discuss the surface, whether from habit or because they have reasons for not wishing the public to look any deeper.

In support of its assertions, the Times endeavors to show that the continued expansion of traffic receipts of American railroads loses much of its apparent significance when the fact is considered that it is not a new thing, but "had been going on for a long time before the end of 1900;" that the sanguine prediction that in a very few years New York would be the monetary center of the world, based upon the theory that the United States was becoming a creditor instead of a debtor nation, and was lending money to Europe instead of borrowing, is not being realized; that "America has gone, for the time being, quite as far in the direction of employing her resources and credit as is safe, and possibly a little farther," and that—

The American public has never recovered from the fright it got in May last, in spite of every endeavor on the part of the leaders of the business world to allay the apprehension created by the panic and to encourage a belief in the strength of the bond which "community of interest" was supposed to have established among the able and ambitious men who govern the great business corporations of the United States.

OUR INDUSTRIAL EFFICIENCY UNDIMINISHED.

Whatever be the force of these conclusions, they do not necessarily detract from the efficiency of the United States as a competitive force in the world's markets, for they do not in any way affect the advantages peculiar to us as an industrial nation; and if they did, they would be offset by drawbacks such as insufficient supplies of raw material and fuel, under which the other manufacturing countries must, in the very nature of things, continue to labor. Moreover, it will probably be a long time before the conservative, slow-moving industrial forces of Europe will adapt themselves to the novel requirements which American ingenuity and enterprise have created. Both labor and capital in Europe would seem to have a long and difficult task ahead of them before they shall have approximated to the economies of production which we have mastered.

ALLEGED OBSTRUCTION BY BRITISH LABOR.

The labor conditions in Great Britain especially appear to be such as to seriously embarrass progress there and to give us a broader margin of opportunity in more quickly and more economically meeting the demands of foreign consumers. In a series of articles entitled "The Crisis in British Industry" a writer in the London Times asserts that the English trade unions have so hedged about the productive forces of the Kingdom as to greatly diminish output and delay the execution of work. Says the Times editorially—

Thirty years ago, our correspondent states, and we believe accurately, a bricklayer would lay 1,000 or 1,200 bricks in a day. In America, we are given to

understand, the figure is even higher. Now, by an unwritten but mercilessly enforced trade-union law, a man must not lay more than 400, and if he works for the London county council—that is to say, for the rate payers—he must not lay more than 330. Our correspondent quotes a case of a building put up for the school board, in which the average output of the bricklayers was 70 bricks a day. Yet these are men receiving the highest current rate of wages, a rate very greatly in excess of what was paid when 1,000 bricks were laid per day. This is typical of what goes on in every trade, though it may not always be so easy to give exact figures.

The United States consul at Liverpool, Mr. Boyle, in his annual report for 1901,* gives a most interesting description of the lengths to which this restrictive policy is carried:

The charge is made that there is a general disposition on the part of British workmen to obstruct as much as possible the use of labor-saving machinery, and to limit its output whenever the employers add machinery to their plant, and also that, in certain trades, the rule is "one man, one machine," whereas in America one man will attend to two or three machines. It is furthermore charged that there is an increasing disposition on the part of British workmen to shirk work, and to use all expedients to perform as little labor as possible during the hours for which they are paid. These charges are made with great particularity against trades-unionists. There is, it is to be noted, a growing tendency throughout the country to shorten the hours of labor, while at the same time there is an upward movement in wages. As a rule, trades-unionists deny the charge of obstructing the use of labor-saving machinery and limiting the output, and they retort that employers are lacking in enterprise in not fitting up their factories with up-to-date plants. It is undoubtedly true, however, that, speaking generally and quite apart from the question of trades unionism, English manufacturers find it almost impossible to get the same amount of product from machines as is obtained in America. There are two reasons that account for this, independent of any argument, express or implied, on the part of trades-unionists to limit the output. The first reason is that, as a rule, the British workman is not as adaptable as the American workman—he does not so readily get command of new appliances as the American workman; and the second is that it is not the custom of the country for an Englishman, whether mechanic, clerk, or laborer, to work as hard as an American.

In Consul Boyle's opinion, "trades unionism has an influence in England far beyond what it has in the United States," but he adds:

It is but just to say that there is greater need of trades unions in this country than in America. Undoubtedly, English trades unions have brought about great reforms in the condition of factories, as to the hours of labor, in regard to the employment of children, etc., and there are indications that the alleged restrictive policy of trades unions, express or implied, is gradually being modified.

AMERICAN WORKINGMEN PROMOTING EXPANSION.

Whatever be the merits of the points at issue between employers and organized labor, it is evident that the existing conditions are not only unfavorable to the increase of Great Britain's competitive energy, but actually handicap her in the effort to adapt herself to the industrial exigencies which we have created. The advantage we enjoy in this particular is rendered all the more formidable from what seems to be a growing tendency in the United States toward a more harmonious cooperation between labor and capital, as was strikingly shown in the recent conference of employers and labor leaders in New York, which resulted in the creation of a permanent board of conciliation. American workingmen, generally, instead of seeking to limit output strive to increase it; and they find their reward in the cheapening of production, which enables the manufacturer to compete in foreign markets and thus get rid of the surplus beyond the demands of home

* See Advance Sheets of Consular Reports, No. 1222, December 24, 1901.

consumption, with the result of keeping his factory going and giving steady employment to the operatives throughout the year.

COMPETITIVE ENERGY BUT PARTLY DEVELOPED.

It may be assumed that, whatever the symptoms of a falling off in our sales abroad, the causes are not to be found in any decline of our industrial efficiency or in a more strenuous competition on the part of Europe. It is evident, however, that if we would again attain the rate of progress of a year ago, and keep it against all comers, we must avail ourselves of something more than the indigenous resources that have been described. As yet, we can not be said to have made full use of our powers. It must not be forgotten that, as has been frequently pointed out, our sudden and surprising success in invading Europe with manufactured goods was due not to concerted and systematic effort on our part, but to the need of finding outlets for surplus product and the unlooked for recognition by European purchasers of the superiority of many articles of American manufacture. To a very great extent, our goods have sold themselves in the European markets, and that, too, in the face of high tariffs, of the hostility of industrial interests, and of a very general indisposition on the part of our manufacturers to adapt their styles, patterns, etc., to the tastes or prejudices of foreign consumers.

NECESSARY AIDS TO FUTURE GROWTH.

It may be said, indeed, that we have hardly more than entered upon a novitiate in fitting ourselves for international competition. The establishment of sample warehouses and agencies at important trade centers; the employment of commercial travelers conversant with the language, customs, and trade usages of particular countries; the development of adequate banking and transportation facilities; the adoption of proper methods of packing; the extension of more liberal credits—these are some of the conditions of the full utilization of our opportunities in foreign markets. If to these is added legislative provision for a larger volume of exchange with countries which, to a greater or less extent, are now excluded from our markets, the real strength of our competitive powers will be developed.

INCREASING POPULAR INTEREST IN FOREIGN TRADE.

It is encouraging to note that the people of the United States are becoming more and more sensible of the value of foreign trade and the importance of intelligent and well-directed efforts for its expansion. The growth of popular comprehension and approval is illustrated not only by the establishment of commercial museums, the organization of export associations, the demand for the creation of a separate department of the Federal Government having special charge of industry and commerce, and for the improvement of the consular service as an agency of commercial expansion, but also by the fact that our educational institutions, one after another, are rapidly adopting commercial instruction as an important feature of their work. Even the ordinary high schools are engrafting commercial geography upon their courses, and during the past year, the Bureau of Foreign Commerce has received applications from teachers and scholars in

many parts of the country for copies of monthly and other consular reports as aids in this branch of study. The requests for information as to trade conditions in foreign countries from manufacturers and exporters have multiplied rapidly, and it may now be said that there is hardly an important business concern in the United States having a present or prospective interest in foreign trade which does not avail itself of the data furnished by the consular service.

CONDITIONS IN UNDEVELOPED MARKETS.

The relation of the economic forces of the United States to those of Europe may be taken as the surest index to the probable future of our trade with the rest of the world, for it must be evident that if we can continue to compete with European industries in their home markets we shall have but little to fear from their rivalry in the neutral or undeveloped markets, where we would meet them on an equal footing. Even in Canada, notwithstanding a preferential tariff of 33½ per cent in favor of British imports, we continue, says Consul-General Bittinger of Montreal, to enjoy "more of Canadian custom than the rest of the world put together," and many classes of goods which some years ago were bought in Great Britain are now more cheaply and more conveniently purchased in the United States. Last year, our sales to Canada amounted to more than \$110,000,000, while those of Great Britain were only about \$43,000,000. In Mexico, Consul-General Barlow reports, the purchases from the United States show a large increase—over \$4,000,000, or 11.8 per cent—while those from every other country exporting largely to Mexico, except Germany, show a heavy decrease. The German gain was only about \$411,000, or 5.8 per cent. In the reports from Central America and South America, there are gratifying indications of substantial growth in the sales of our goods, and we are steadily widening the variety of our exports to Africa, Asia, Australia—in other words, to every part of the world.

COMMERCIAL WORK OF CONSULAR OFFICERS.

In the following review, the effort has been made to summarize the detailed reports of the consular officers in such a way as to bring out the points of chief interest as to the trade and industries of the various countries, and the obstacles to as well as the opportunities for the sale of American goods. It is but due to the consular officers to add that the quality of their work shows continued improvement, and that, thanks to their industry and promptitude, the Department is again enabled to transmit the annual reports to Congress within a month after the close of the calendar year.

FREDERIC EMORY,

Chief, Bureau of Foreign Commerce.

DEPARTMENT OF STATE,
January 21, 1902.

COMMERCE OF THE WORLD IN 1901.

The following table shows the imports and exports of all countries for which statistics have been received by the Bureau of Foreign Commerce:

Countries.	Imports.	Exports.
United States	\$880,421,000	\$1,465,380,900
United Kingdom	2,541,476,100	*1,365,048,400
Germany	1,420,150,000	1,130,738,900
France	909,907,800	804,089,800
Switzerland	211,937,600	160,556,600
Belgium	425,690,800	352,666,800
Italy (11 months)	326,708,200	249,232,100
Austria	345,587,000	383,507,600
Spain (11 months)	148,109,400	117,678,600
Bulgaria	13,518,800	15,974,600
Russia (9 months)	205,556,600	272,048,200
Canada ^b	190,415,000	177,639,000
Mexico ^b	65,083,400	70,860,400
Brazil (7 months)	49,117,700	94,628,800
Argentina	109,971,100	161,846,000
Uruguay (9 months)	18,797,100	22,352,400
Egypt	75,355,700	77,753,800
British India ^b	296,772,700	367,642,000
Cape Colony (11 months)	87,749,800	44,796,500

* Including foreign and colonial produce, the exports from the United Kingdom amounted to \$1,695,225,810.

^b Fiscal year 1900-1901.

SHARE OF THE UNITED STATES IN THE WORLD'S TRADE.

For purposes of comparison, the following tables, showing the trade of all countries (as far as figures are available) and the share of the United States therein, for the years 1900 and 1899, have been compiled from consular reports and foreign official returns:

AFRICA.

	Imports.			Exports.		
	1900.		1899.	1900.		1899.
	Total.	From United States.	Total.	Total.	To United States.	To United States.
Madeira.....	\$1,849,000	\$540,400	\$1,847,700	\$1,207,100	\$600	\$1,560,800
Canary Islands.....	*1,534,000	*283,700	.....	*2,000,000	.....	\$15,900
Algeria.....	55,919,500	.....	65,834,900	66,578,400	*26,900	209,700
Morocco.....	*1,450,100	.....	.....	*8,958,500	*672,000	.....
Tunis.....	11,772,200	391,800	.....	8,214,100	5,900	.....
Tripoli.....	2,430,800	.....	1,873,200	2,695,600	236,000	243,300
Egypt.....	69,765,600	1,430,200	66,558,200	82,874,300	5,119,000	6,653,300
British West Africa:						
Sierra Leone.....	2,716,800	215,900	8,355,900	1,765,300	.....	1,635,200
Gambia.....	946,000	.....	1,172,400	117,400	.....	1,777,400
Gold Coast.....	6,301,900	247,000	6,431,900	4,309,000	98,000	5,400,000
Lagos.....	4,040,000	25,700	4,704,000	4,307,000	.....	4,457,000
Nigeria.....	3,582,000	.....	3,566,400	5,675,000	.....	8,769,800
Liberia.....	.....	.....	896,400	.....	.....	4,689,000
Kongo Free State.....	6,138,000	.....	4,345,800	9,892,800	.....	7,022,400
French West Africa:						
Sudan.....	*2,064,400	.....	.....	*598,300	.....	.....
Senegal.....	9,361,000	.....	10,119,900	6,586,400	.....	6,586,400
Ivory Coast.....	1,752,600	.....	1,143,600	1,558,400	.....	4,575,700
Dahomey.....	2,987,700	.....	.....	2,461,900	.....	1,150,000
Guinea.....	2,757,300	*16,700	.....	1,916,900	.....	.....
Kongo.....	2,037,000	.....	1,290,200	1,455,100	.....	1,278,600
German West Africa:						
Togoland.....	780,600	.....	721,000	614,700	.....	479,700
Kameruns.....	3,029,000	.....	2,532,100	1,277,400	.....	1,224,700
Southwest Africa.....	*2,311,600	.....	1,396,700	1,940,700	.....	218,000
Angola.....	*7,670,400	.....	*3,059,400	*6,965,200	*386,000	*4,887,300
Cape Colony.....	88,517,900	8,626,300	74,802,800	34,271,900	.....	118,132,800
Natal.....	28,768,500	2,620,600	26,094,900	6,525,200	.....	14,729,600
Basutoland.....	1416,200	.....	455,900	*651,500	.....	402,000
Portuguese East Africa.....	5,672,000	.....	9,680,400	596,400	.....	1,456,000
British Central Africa.....	7,892,700	.....	.....	.....	.....	.....
Madagascar.....	7,810,900	6,300	5,396,900	2,050,400	.....	1,552,800

German East Africa.....	1,990,000	2,632,900	990,000	968,700
British East Africa.....	2,162,000	2,248,000	782,300	841,400
Mauritius.....	7,390,400	6,206,200	10,083,400	7,980,000
Reunion.....	4,288,200	4,767,000	3,408,700	2,069,900
Zanzibar.....	6,428,200	7,769,900	6,676,500	7,365,000
Abyssinia.....	1,911,300	1,000,000	1,346,500	183,000
Somali Coast (British).....	2,205,900	1,812,000	1,912,800	1,329,300
Somali Coast (French).....	1,114,300	1,750,000	138,800	864,200
Erythra.....	1,909,700	1,750,000	629,900	

AMERICA.

Dominion of Canada.....	1,910,415,000	1,910,485,000	1,910,485,000	1,910,485,000
Newfoundland.....	7,497,100	1,998,000	1,998,000	1,998,000
French North America.....	1,820,000	1,998,000	1,998,000	1,998,000
Mexico.....	65,068,400	1,026,400	1,026,400	1,026,400
British Honduras.....	1,198,700	700,000	1,082,700	1,082,700
Costa Rica.....	5,922,400	2,798,000	4,136,700	4,136,700
Guatemala.....	8,127,100	1,418,100	2,694,100	2,694,100
Honduras.....	2,416,600	1,913,900	1,409,800	1,409,800
Nicaragua.....	8,886,400	1,968,700	1,968,700	1,968,700
Salvador.....	2,893,200	1,660,400	1,660,400	1,660,400
British West Indies:				
Antigua.....	1,685,700	560,000	1,387,900	1,387,900
Bahamas.....	1,631,600	1,662,000	1,005,400	1,005,400
Barbados.....	5,017,200	4,990,000	4,411,200	4,411,200
Bermuda.....	1,983,200	1,220,000	1,196,800	1,196,800
Jamaica.....	8,975,400	4,024,900	3,860,200	3,860,200
Trinidad.....	12,197,900	2,946,800	3,067,700	3,067,700
Cuba.....	66,638,600	32,197,000	36,773,700	36,773,700
Danish West Indies.....	12,801,455	862,000	1,122,000	1,122,000
Dutch West Indies:				
Guadeloupe.....	4,124,000	1,186,700	211,500	211,500
Martinique.....	6,741,400	8,770,300	1,459,100	1,459,100
Haiti.....	9,686,600	8,680,000	2,638,300	2,638,300
Porto Rico.....	8,233,200	6,982,100	8,961,400	8,961,400
Santo Domingo (Dominican Republic).....	112,498,100	13,493,500	15,466,800	15,466,800
Argentina Republic.....	6,811,000	5,020,400	17,857,000	17,857,000
Bolivia.....	84,201,800	11,516,700	64,914,500	64,914,500
Brazil.....	46,910,400	4,416,000	81,201,200	81,201,200
Chile.....	5,882,800	1,500,800	6,758,600	6,758,600
Colombia.....				
Ecuador.....				

1897.
 1898.
 U.S. Treasury returns.
 Declared exports for fiscal year 1899-1900.

Estimated from returns for part of year.
 Fiscal year 1899-1900.

Estimated from returns for part of year.
 Fiscal year 1899-1900.

Estimated.
 Curacao only.

AMERICA—Continued.

	Imports.			Exports.		
	1900.		1899.	1900.		1899.
	Total.	From United States.	Total.	Total.	To United States.	Total.
Guianas:						
British:	\$6,688,900	\$1,901,300	\$6,329,800	\$9,928,300	\$4,385,500	\$9,254,300
Dutch:	2,466,600	567,700	2,448,800	2,216,300	1,209,900	2,206,800
French:	1,884,100	211,800	4,884,400	1,270,600	1,54,800	41,116,900
Paraguay:	1,789,600	8,500	2,482,800	21,860,300	4,647,000	13,457,900
Peru:	11,261,300	1,447,600	8,205,900	29,888,200	1,672,000	86,574,000
Uruguay:	28,977,600	2,183,000	25,551,800	31,419,300	6,529,800	421,510,000
Venezuela:	18,049,846	3,016,800	13,241,000			

ASIA.

Aden:	\$12,284,100	\$1,278,100	\$14,484,000	\$9,814,300	\$1,648,500	\$11,474,300
Borneo (British):	2,476,100	473,600	1,122,800	4,418,000		1,612,300
British India:	286,772,700	225,400	286,894,200	887,642,000	24,467,300	874,108,000
Ceylon:	88,181,400	12,063,800	187,830,400	18,050,300	2,248,411	37,316,800
China:	152,118,453	1,186,900	188,108,800	114,689,000	10,881,500	189,165,100
Dutch India:	78,761,300		76,911,500	104,131,500	24,804,600	100,571,100
French Indo-China:	38,104,600			28,688,000		
Hongkong:	85,906,600	\$118,100	19,440,000	28,298,300		9,720,000
Japan:	19,400,000			4,400,000		107,083,100
Korea:	143,056,400	31,255,000	109,760,200	96,636,600	26,178,000	2,438,900
Persia:	6,650,900	1,182,000	5,114,300	14,000,000		13,400,000
Philippine Islands:	26,000,000		26,000,000	22,990,400	2,968,900	14,846,600
Russia in Asia:	24,863,800	2,183,200	19,188,700			\$31,102,500
Siam:	11,827,600	164,300	12,356,700	91,000		17,618,200
Straits Settlements:	152,876,300	888,700	117,096,000	628,000	12,808,300	102,768,400
Turkey in Asia:				17,208,100		16,600
Alexandretta:			\$10,279,300			
Beirut:		\$104,400	\$9,189,000	\$4,000	\$185,500	\$4,384,900
Erzerum:			\$1,873,700	\$84,700		\$5,009,300
Sivas:			\$1,896,500	\$6,000	\$2,197,900	\$1,893,100
Smyna:			\$9,762,000	\$999,000	\$165,500	\$16,722,000
Damascus:						
Hafa:			2,400			
Diarbekr:	1,444,500	740,200		1,505,000		
Mamouret-ul-Azis:	716,500	9,000		1,647,000	15,000	
				458,400		

AUSTRALASIA.

New South Wales.....	\$133,946,900	\$12,448,900	\$124,554,700	\$12,191,700	\$135,579,500	\$19,374,700	\$138,423,900	\$11,640,700
New Zealand	58,290,300	5,309,400	42,582,900	8,773,000	66,290,000	2,388,300	58,099,900	2,109,500
Queensland	84,319,500		82,917,000	1,617,100	44,152,100		57,920,600	142,900
South Australia.....	39,100,100		33,502,800	1,764,300	39,073,900		40,822,100	4,500
Tasmania.....	10,088,600		8,610,400	97,800	12,253,100		12,643,300	
Victoria	89,054,700		87,387,800	6,442,100	84,785,900		90,360,100	3,560,000
West Australia.....	29,019,000		21,771,200	992,800	33,945,000		33,996,900	

POLYNESIA.

Fiji.....	\$1,702,700		\$1,270,000	\$15,020,800	\$4,016,400		\$2,344,900	
Hawaii.....	10,237,200		19,066,600		1,711,800	\$14,083,300	22,623,700	\$22,517,900
New Caledonia.....	2,347,800		531,400	91,000		47,300	445,900	36,500
Samoas.....	501,200	94,100	573,700	264,700	301,200		705,700	286,900
Society Islands.....	705,400	380,300			719,500	306,138		
Tonga.....			\$171,200				\$192,100	

EUROPE.

Austria-Hungary.....	\$339,271,500	\$80,564,600	\$321,773,900	\$24,989,000	\$388,400,500	\$7,586,900	\$372,318,400	\$6,432,800
Belgium.....	427,649,400	54,069,800	436,218,600	54,069,800	371,119,700	14,841,700	376,214,900	12,622,200
Bulgaria.....	8,935,000	46,900	11,714,300	39,400	10,402,700	116,700	10,407,900	106,400
Denmark.....	111,061,900	20,865,600	166,000,000	20,943,100	75,216,900	1,842,400	72,000,000	1,886,300
France.....	750,846,800	88,740,600	872,121,900	82,668,900	787,090,200	48,972,800	801,451,800	49,302,200
Germany.....	1,438,234,000	242,960,400	1,376,508,500	215,921,900	1,131,214,000	104,648,600	1,089,681,900	89,868,800
Greece.....	25,093,800		25,617,200	308,000	19,708,400		18,983,100	1,187,000
Italy.....	237,952,400	48,678,900	290,768,300	34,000,000	258,300,800	23,432,300	276,263,300	24,000,000
Netherlands.....	791,071,700	118,967,000	770,427,000	78,727,500	681,491,100	26,969,200	636,223,000	14,457,600
Portugal.....	64,518,600		64,673,900	8,704,800	33,402,000		31,142,900	496,800
Roumania.....	41,878,300	175,600	64,330,700	342,900	58,040,100		28,730,100	
Russia.....	294,835,400	21,600	306,154,600	22,680,700	354,604,900	1,790,800	309,835,900	2,494,700
Servia.....	10,428,900		8,960,700		12,888,700		12,687,200	
Spain.....	137,963,400		149,845,000	19,123,900	116,818,900		116,890,600	2,113,900
Sweden.....	143,851,400	4,575,600	122,006,700	2,805,300	104,989,800		92,435,700	24,300
Norway.....	83,287,600		83,210,100	5,172,000	46,337,200		42,719,200	
Switzerland.....	213,674,700	11,014,500			160,784,600	18,478,600		
Turkey.....			11,614,400				10,319,100	
United Kingdom.....	2,548,260,000	675,417,900	2,360,619,900	600,405,900	1,725,422,000	181,794,400	1,604,388,700	174,877,400

* Fiscal year 1900-1901.
 * U. S. Treasury returns.
 * Fiscal year 1899-1900.

* January 1 to June 14, 1900, date of taking effect of the act to provide a government for the Territory of Hawaii.
 * Declared exports for fiscal year 1899-1900.

* Special commerce.

COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES.

The foreign commerce of the United States in the calendar year 1901, compared with the preceding year, is stated by the United States Treasury Bureau of Statistics as follows:

Groups.	1900.		1901.	
IMPORTS.				
Free of duty:		<i>Per cent.</i>		<i>Per cent.</i>
Articles of food, and animals.....	\$88,909,786	25.98	\$92,541,420	24.25
Articles in a crude condition which enter into the various processes of domestic industry.....	206,416,814	60.80	232,855,967	61.04
Articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts.....	30,166,371	8.81	34,157,280	8.95
Articles manufactured ready for consumption	11,386,966	3.33	13,001,933	3.41
Articles of voluntary use, luxuries, etc.....	5,408,824	1.58	8,967,080	2.35
Total free of duty.....	342,288,761	100.00	381,518,620	100.00
Dutiable:				
Articles of food, and animals.....	130,428,657	26.79	127,898,866	25.53
Articles in a crude condition which enter into the various processes of domestic industry.....	73,963,982	15.19	71,175,688	14.27
Articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts.....	54,637,486	11.22	58,028,272	10.63
Articles manufactured ready for consumption	121,088,452	24.87	125,756,020	25.21
Articles of voluntary use, luxuries, etc.....	106,742,376	21.98	121,564,090	24.36
Total dutiable.....	486,860,953	100.00	498,907,436	100.00
Free and dutiable:				
Articles of food, and animals.....	219,338,443	26.45	219,934,786	24.98
Articles in a crude condition which enter into the various processes of domestic industry.....	280,380,796	33.81	304,081,545	34.53
Articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts.....	84,808,857	10.23	87,185,562	9.90
Articles manufactured ready for consumption	132,475,418	15.98	138,757,953	15.76
Articles of voluntary use, luxuries, etc.....	112,151,200	13.53	130,511,120	14.83
Total imports of merchandise.....	829,149,714	100.00	880,421,056	100.00
Per cent of free.....		41.28		43.33
Duties collected from customs.....	240,304,787		243,329,967	
Remaining in warehouse at the end of the month.....				
EXPORTS.				
Domestic: Products of—				
Agriculture.....	904,655,411	62.26	940,246,488	65.38
Manufactures.....	441,406,942	30.88	395,144,080	27.48
Mining.....	39,222,902	2.70	40,416,597	2.81
Forest.....	54,481,146	3.75	50,491,255	3.51
Fisheries.....	8,074,684	.56	7,426,684	.52
Miscellaneous.....	5,169,027	.35	4,358,936	.30
Total domestic.....	1,458,010,112	100.00	1,438,083,990	100.00
Foreign:				
Free of duty.....	12,741,980	51.11	14,366,801	52.63
Dutiable.....	12,194,071	43.89	12,930,128	47.87
Total foreign.....	24,936,051	100.00	27,296,929	100.00
Total exports.....	1,477,916,113		1,465,380,919	

The trade, by countries, in the fiscal years 1892-1901 (no returns for the calendar year being available as yet, February 1, 1902), is given below:

Imports of merchandise into the United States, by countries, during the years 1892-1901.

Countries from which imported.	Year ended June 30—									
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
EUROPE.										
United Kingdom.....	\$156,307,881	\$182,859,769	\$107,372,995	\$159,083,248	\$169,963,434	\$167,947,820	\$108,945,186	\$118,438,217	\$159,588,060	\$143,865,901
Germany.....	82,907,568	96,210,238	69,387,905	81,014,065	94,240,833	111,210,614	69,097,378	84,235,777	97,380,086	100,238,668
France.....	68,584,737	78,076,215	47,546,974	61,580,509	66,236,937	67,660,251	52,780,848	62,146,556	77,998,651	76,454,098
Italy.....	22,161,617	28,206,241	15,036,076	20,831,761	22,482,467	19,067,552	20,332,637	27,924,176	27,924,176	24,618,157
Netherlands.....	13,348,469	17,010,728	11,450,279	14,983,934	14,060,083	13,849,782	11,890,885	14,526,446	17,898,168	16,799,400
Switzerland.....	10,868,822	17,448,948	10,660,979	13,182,361	12,776,767	12,824,126	12,525,065	14,457,620	16,850,969	16,598,272
Belgium.....	10,273,061	11,166,196	8,606,819	10,441,563	12,776,014	14,062,414	8,741,825	10,652,080	12,940,866	14,600,860
Austria-Hungary.....	7,118,965	10,064,961	6,896,841	6,510,319	7,644,164	8,168,328	4,716,610	6,561,256	9,060,968	10,067,176
Spain.....	6,207,861	3,694,963	1,236,676	3,674,228	4,151,164	3,631,973	3,673,866	3,862,953	5,960,047	6,409,801
Russia, Baltic and White Seas.....	3,911,812	3,051,479	1,656,820	2,890,976	2,116,427	1,866,967	2,823,038	2,830,223	4,736,612	6,046,280
Sweden and Norway.....	3,044,832	4,176,384	3,132,066	2,631,767	3,320,821	2,700,118	2,976,063	2,606,565	4,244,802	3,487,639
Turkey in Europe.....	2,028,308	2,416,794	1,667,218	2,067,762	2,968,127	2,719,184	2,719,337	2,859,880	3,896,880	3,886,782
Portugal.....	2,068,268	2,669,791	2,080,856	1,684,638	2,968,151	2,384,291	2,463,870	2,976,034	3,743,216	3,870,480
Russia, Black Sea.....	1,914,713	2,683,177	1,744,850	1,684,412	1,750,507	1,783,762	1,714,861	1,710,161	2,510,861	1,464,612
Greece.....	1,800,448	1,298,857	747,251	927,271	1,201,396	782,702	1,010,390	944,321	1,122,856	1,124,776
Denmark.....	228,546	286,866	194,960	324,827	384,686	386,366	211,677	260,198	920,456	646,098
Roumania.....	76,370	110,613	170,315	127,339	68,199	40,056	144,272	78,008	101,042	52,883
Greenland, Iceland, etc.....	56,331	137,220	11,122	7,807	81,114	26,466	53,579	17,668	78,608	62,863
Gibraltar.....	84,671	27,011	10,284	26,963	24,121	12,586	38,717	9,823	40,236	25,866
Algeria and Madeira Islands.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Malta, Goso, etc.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Serbia.....	17,753	21,968	22,860	10,568	28,730	21,286	12,066	9,770	10,186	10,669
Total Europe.....	391,628,469	458,450,098	295,077,865	383,645,813	418,639,121	430,192,205	305,983,691	353,884,584	440,509,480	429,436,180
NORTH AMERICA.										
West Indies:										
Cuba.....	77,981,671	78,706,506	75,678,261	82,871,269	40,017,780	18,406,815	15,282,477	25,408,928	31,371,704	48,428,088
British.....	12,440,192	16,028,592	13,017,178	9,777,444	10,800,618	12,265,886	10,682,187	14,159,462	11,894,520	12,653,907
Puerto Domingo.....	2,283,748	3,898,315	3,200,852	1,514,583	2,965,069	3,869,424	2,382,186	3,125,779	3,694,419	3,683,776
Haiti.....	3,248,007	4,008,623	3,135,634	1,508,512	2,298,658	2,414,858	2,414,858	2,173,827	3,078,415	.....
San Domingo.....	3,202,729	7,798,041	3,646,026	2,746,539	1,667,613	1,460,220	2,676,582	2,173,827	1,194,797	1,189,240
Danish.....	362,078	647,628	511,970	301,389	377,753	1,367,289	377,753	696,585	1,568,585	478,482
Dutch.....	98,112	271,594	62,687	289,775	163,134	98,243	174,248	246,902	315,809	240,019
French.....	29,828	8,840	18,836	27,682	12,788	9,944	30,888	28,795	80,176	18,972
Total West Indies.....	99,606,305	102,703,617	96,464,964	68,860,152	58,193,947	87,176,944	32,070,631	47,566,411	52,124,769	61,761,864

Imports of merchandise into the United States, by countries, during the years 1892-1901—Continued.

Countries from which imported.	Year ended June 30—									
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
NORTH AMERICA—continued.										
British North America:										
Quebec, Ontario, etc.	\$26,999,366	\$29,186,289	\$22,922,080	\$26,919,413	\$30,681,387	\$30,919,400	\$28,143,411	\$23,081,743	\$27,816,604	\$27,599,857
British Columbia	2,786,619	3,894,233	3,894,233	3,493,299	3,536,682	3,638,689	4,631,744	4,488,234	5,814,523	9,376,912
Nova Scotia, New Brunswick, etc.	5,168,218	5,706,714	4,474,615	5,851,615	6,609,496	5,751,302	4,095,331	3,702,990	5,673,370	5,493,776
Newfoundland and Labrador	380,344	408,579	585,815	431,836	324,435	413,421	372,115	383,168	562,759	420,315
Total British North America	35,384,547	38,186,342	31,826,731	37,006,163	41,212,000	40,722,792	32,242,601	31,604,135	39,867,261	42,980,860
Mexico	28,107,525	33,555,039	28,727,006	15,685,788	17,456,177	18,511,572	19,004,863	22,995,722	28,615,881	28,868,011
Central American States:										
Costa Rica	2,066,046	2,309,358	2,287,384	3,205,596	8,835,187	3,439,374	2,732,426	3,581,899	2,980,080	2,990,550
Guatemala	3,182,838	2,554,710	2,226,586	2,699,384	2,080,027	1,862,589	1,854,303	2,111,284	2,402,978	3,512,445
Nicaragua	1,657,873	1,400,286	1,564,472	1,538,792	1,258,922	1,262,701	1,095,865	1,514,680	1,520,266	2,035,686
Honduras	962,329	1,684,912	765,138	872,312	776,644	847,230	784,741	911,849	988,606	1,258,317
Salvador	2,380,702	1,355,780	2,926,469	3,174,677	1,166,970	1,112,584	799,145	1,085,703	738,674	1,087,715
Total Central American States	10,219,788	8,304,946	9,769,049	11,580,761	9,127,750	8,524,428	7,266,480	9,205,345	8,630,554	10,834,668
Bermuda	532,315	759,846	444,596	465,707	522,674	621,331	459,282	494,812	436,661	531,323
British Honduras	238,525	156,171	112,959	181,809	200,212	226,683	171,920	188,203	198,040	241,509
Miquelon, Langley, etc.	176	67,691	117,255	185,302	164,366	139,803	161,080	86,283	66,709	32,814
Total North America	174,054,181	188,732,712	166,962,559	138,915,682	126,877,126	106,924,053	91,376,807	112,150,911	129,989,875	145,161,044
SOUTH AMERICA.										
Brazil	118,633,604	76,222,138	79,360,159	78,831,476	71,060,046	69,039,389	61,750,869	57,875,747	58,078,457	70,643,947
Argentina	6,943,798	6,239,046	3,497,080	7,678,270	9,313,385	10,772,627	8,916,879	5,112,561	5,114,804	8,063,316
Chile	3,457,139	3,946,441	3,536,197	4,465,561	4,709,017	3,792,434	3,738,307	2,942,962	7,081,186	8,646,604
Venezuela	10,825,338	3,625,118	3,464,481	10,073,961	9,640,911	9,545,072	7,722,564	6,507,847	5,600,019	6,646,948
Guianas:										
British	4,363,204	5,029,178	4,228,970	2,521,704	3,418,578	3,661,956	3,060,968	3,500,207	3,795,358	4,805,395
Dutch	570,193	1,079,710	1,078,541	866,008	967,247	1,086,688	1,457,135	1,681,009	1,230,412	1,272,731
French	5,860	35,965	23,400	25,065	31,419	8,137	12,651	37,929	37,864	94,018
Total Guianas	4,939,247	6,144,853	5,325,911	3,402,277	4,407,244	4,706,781	4,580,654	5,189,145	5,063,384	6,132,144

Colombia	\$4, 116, 986	\$3, 572, 918	\$2, 224, 887	\$2, 718, 682	\$4, 970, 082	\$4, 780, 989	\$6, 183, 804	\$5, 128, 731	\$4, 807, 814	\$3, 280, 682
Peru	691, 800	819, 168	491, 854	473, 315	712, 686	722, 089	714, 247	1, 496, 978	2, 122, 543	3, 686, 180
Uruguay	2, 486, 946	1, 623, 388	1, 419, 573	2, 699, 648	3, 242, 423	8, 515, 064	1, 772, 480	1, 281, 109	1, 848, 077	1, 868, 984
Ecuador	809, 831	960, 228	816, 484	821, 666	708, 643	866, 528	766, 960	1, 064, 683	1, 624, 578	1, 424, 840
Bolivia		6, 476								
Paraguay			1, 001	10, 274				160		1, 740
Total South America	150, 727, 769	102, 207, 815	100, 147, 107	112, 167, 120	108, 828, 462	107, 889, 405	92, 091, 694	86, 587, 888	98, 635, 184	110, 829, 667
ASIA										
East Indies:										
British	24, 778, 107	26, 968, 554	14, 829, 661	21, 266, 018	20, 370, 568	20, 567, 122	27, 238, 459	32, 560, 312	45, 355, 976	43, 865, 574
Dutch	6, 914, 745	8, 696, 568	11, 278, 726	7, 727, 282	14, 854, 028	15, 694, 866	14, 629, 385	21, 313, 945	27, 886, 814	19, 026, 481
Portuguese					78, 168	519				
French										
Total East Indies	31, 687, 850	34, 665, 142	26, 108, 386	28, 996, 296	35, 303, 346	36, 172, 507	41, 767, 794	53, 874, 266	73, 243, 823	62, 892, 065
Japan	23, 790, 202	27, 454, 220	19, 426, 522	23, 684, 957	25, 537, 088	24, 009, 756	25, 223, 510	26, 716, 814	32, 724, 418	29, 115, 370
Chinese Empire	20, 498, 291	20, 636, 585	17, 185, 028	20, 545, 529	22, 028, 004	20, 826, 862	20, 326, 486	18, 619, 268	26, 896, 117	18, 303, 380
Turkey in Asia	2, 898, 838	3, 533, 197	2, 204, 973	3, 089, 951	3, 266, 206	4, 009, 027	2, 826, 078	3, 284, 260	8, 823, 371	3, 897, 854
A den	2, 307, 444	2, 471, 987	1, 660, 689	1, 892, 673	1, 686, 100	1, 503, 802	2, 017, 765	1, 924, 941	1, 642, 385	1, 620, 629
H ngkong	768, 323	878, 078	1, 892, 511	776, 476	1, 419, 124	1, 923, 842	746, 517	2, 479, 274	1, 256, 283	1, 390, 224
All other Asia	186, 977	76, 276	68, 501	88, 748	1, 40, 771	70, 380	76, 352	78, 431	1, 326, 257	1, 386, 115
British China										
British India										
Russia, Asiatic	320, 167	381, 919	355, 476	441, 013	346, 649	201, 421	111, 050	113, 682	4, 886	81
Korea	608	79		100	82			408	1, 006	3, 529
Total Asia	82, 445, 695	90, 096, 388	67, 847, 086	79, 009, 037	89, 592, 318	87, 294, 597	92, 594, 593	107, 091, 214	139, 817, 023	117, 519, 965
OCEANIA.										
Hawaiian Islands	8, 075, 892	9, 146, 767	10, 065, 317	7, 188, 861	11, 757, 704	13, 687, 799	17, 187, 880	17, 881, 468	20, 707, 903	...
Philippine Islands	6, 308, 653	7, 008, 342	7, 008, 342	4, 731, 366	4, 982, 740	4, 388, 740	3, 880, 415	4, 409, 774	6, 971, 208	4, 420, 280
British Australasia	8, 492, 308	7, 266, 806	4, 017, 025	4, 620, 828	7, 579, 259	5, 900, 144	5, 578, 986	8, 502, 402	5, 483, 180	4, 645, 960
Auckland, Fiji, etc.								926, 849	1, 947, 820	1, 472, 117
French Oceania	266, 221	423, 946	367, 239	206, 771	281, 312	378, 144	185, 121	290, 657	437, 707	657, 386
Tonga, Samoa, etc.								26, 188	76, 883	70, 504
Guam								68, 005	1, 820	1, 044
German Oceania								8, 311	1, 621	5, 381
Total Oceania	23, 135, 082	25, 997, 378	21, 467, 923	17, 450, 928	24, 614, 668	24, 400, 439	26, 869, 220	26, 997, 877	34, 568, 042	11, 272, 711
AFRICA.										
Turkey in Africa:										
Egypt	2, 380, 639	3, 438, 925	2, 165, 485	3, 628, 462	8, 048, 797	7, 027, 066	5, 017, 707	7, 439, 929	8, 278, 001	7, 212, 282
Tripoli			42, 544	90, 776	11, 014	119, 288	66, 810	60, 066	174, 237	188, 748
Total Turkey in Africa	2, 380, 639	3, 438, 925	2, 208, 029	3, 719, 238	8, 114, 811	7, 146, 243	5, 083, 517	7, 549, 995	8, 452, 238	7, 398, 026

Imports of merchandise into the United States, by countries, during the years 1898-1901—Continued.

Countries from which imported.	Year ended June 30—									
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
AFRICA—continued.										
British Africa.....	\$816,507	\$716,876	\$464,087	\$776,114	\$1,732,147	\$1,488,994	\$875,888	\$1,308,748	\$1,089,182	\$818,440
All other Africa.....	1,131,140	1,080,889	465,709	757,554	809,684	567,448	672,867	1,046,927	1,021,744	981,491
French Africa.....	680,770	598,827	50,000	287,700	403,016	267,785	476,866	585,659	667,495	417,228
French Islands.....	11,470	28,523	23,123	48,894	44,679	26,990	58,288	24,108	21,607	82,898
Portuguese Africa.....	11,380	28,114	2,680	6,893	16,009	28,283	16,248	11,705	17,812	1,648
Mozambique.....	282,680	218,194	210,721	68,678	19,897	17,088	16,772	1,475	4,081	1,647
Liberia.....	21,271	28,002	12,800	9,775	11,547	7,028	6,670	9,380	2,986	4,897
Spanish Africa.....					16,972		88		760	8,887
Total Africa.....	5,818,052	5,857,082	3,479,388	5,709,169	11,172,979	9,629,718	7,198,689	10,486,060	11,217,156	8,988,454
All other countries.....	95,244	59,509	22,794	72,218						
Grand total.....	827,402,462	866,400,922	654,994,622	731,969,965	779,724,674	764,780,412	616,049,664	697,148,489	849,714,670	822,678,016
RECAPITULATION.										
Europe.....	391,628,499	458,450,098	285,077,865	388,645,813	418,689,121	490,192,205	805,938,691	858,894,584	440,509,490	429,486,180
North America.....	174,054,181	188,782,712	166,962,569	138,915,682	126,877,126	105,924,058	91,876,807	112,150,911	129,899,876	146,161,044
South America.....	160,727,769	102,207,816	100,147,107	112,167,120	108,828,462	107,898,405	92,091,694	86,587,898	98,685,184	110,829,667
Asia.....	82,446,686	90,096,868	67,847,086	79,099,087	89,592,818	87,284,597	92,694,568	107,091,214	136,817,028	117,619,965
Oceania.....	28,138,062	26,997,878	21,457,928	17,450,926	24,614,668	24,400,489	26,866,280	26,997,877	84,596,042	11,272,711
Africa.....	6,818,062	6,867,082	3,479,388	5,709,169	11,172,979	9,629,718	7,198,689	10,486,060	11,217,116	8,968,459
All other countries.....	95,244	59,509	22,794	72,218						

Exports of merchandise from the United States, by countries, during the years 1892-1901.

Countries to which exported.	Year ended June 30—									
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
EUROPE.										
United Kingdom	\$499,315,332	\$421,134,551	\$431,056,267	\$337,125,458	\$405,741,389	\$438,270,386	\$540,940,605	\$511,775,705	\$533,529,874	\$531,265,263
Germany	105,521,553	83,578,988	92,357,163	92,083,733	97,897,197	125,246,088	155,083,972	155,772,179	157,870,199	191,072,252
Netherlands	43,921,668	38,505,193	45,570,312	31,011,775	39,022,969	61,045,011	64,274,524	79,305,989	89,376,676	84,352,470
France	99,126,707	46,619,138	55,313,511	45,149,137	47,040,660	57,594,541	95,456,291	60,596,989	53,312,657	78,923,914
Belgium	48,785,117	26,740,434	28,422,969	25,242,590	27,070,625	33,071,555	47,619,201	44,158,083	49,397,011	49,380,250
Italy	14,317,782	13,019,539	13,910,620	16,383,125	19,143,606	21,502,423	23,290,858	24,184,940	33,256,620	34,468,989
Denmark	8,370,676	6,270,434	6,060,337	8,476,326	6,557,443	10,134,857	12,697,421	16,605,528	18,457,991	16,178,613
Spain	11,628,424	13,460,063	13,122,906	10,927,069	11,492,028	10,912,745	10,228,545	9,077,807	13,399,680	15,454,788
Sweden and Norway	6,579,331	4,064,704	4,391,901	4,662,601	6,081,022	6,313,786	6,818,786	12,218,269	10,436,467	11,644,152
Austria-Hungary	1,527,980	571,087	527,509	2,125,772	2,439,451	4,023,011	5,697,912	7,301,063	7,046,619	7,222,650
Russia, Baltic and White Seas	6,385,627	5,727,334	6,273,623	6,278,623	6,288,427	5,995,204	6,251,202	7,301,063	6,196,542	6,345,293
Portugal	4,091,048	2,085,551	2,194,231	2,171,396	3,156,991	2,620,058	3,582,057	4,132,400	5,241,425	5,294,240
Russia, Black Sea	1,313,208	286,242	568,352	781,561	1,196,223	1,882,245	1,084,899	1,185,569	1,241,425	1,778,985
Gibraltar	4,005,507	434,226	508,065	331,576	407,564	298,809	304,828	567,301	500,159	427,434
Azores and Madeira Islands	271,871	298,857	294,383	266,784	204,800	384,905	384,828	361,252	414,113	392,956
Turkey in Europe	28,951	45,889	85,165	41,733	34,905	54,767	139,076	354,457	340,377	392,956
Greece	100,870	130,461	124,449	152,544	191,046	110,763	137,559	213,507	290,709	291,538
Switzerland	10,897	7,391	17,124	17,578	32,954	70,871	263,970	267,732	250,477	255,390
Malta, Gazo, etc.	25,230	48,798	91,198	19,330	34,683	29,520	64,352	144,060	175,734	488,952
Roumania					47,305	42,065	111,154	146,048	41,562	28,557
Greenland, Iceland, etc.		2,800						217	6,006	899
Serbia										
Total Europe	850,623,150	661,976,710	700,870,822	627,927,692	673,043,753	813,385,644	973,306,245	986,802,098	1,040,167,812	1,136,092,260
NORTH AMERICA.										
British North America:										
Quebec, Ontario, etc.	37,681,616	41,300,151	50,761,245	46,712,706	52,804,176	57,139,661	74,917,794	79,028,530	83,009,789	90,964,821
Nova Scotia, New Brunswick, etc.	3,667,890	3,662,101	4,050,617	4,041,775	4,384,970	4,247,724	4,538,963	4,710,048	5,447,711	7,009,766
British Columbia	1,586,201	1,882,079	1,862,232	2,100,268	2,458,775	3,541,496	4,257,824	4,238,393	6,566,798	7,831,940
Newfoundland and Labrador		1,864,177	1,649,129	1,126,999	1,398,126	1,099,504	1,175,783	1,066,437	2,017,524	1,962,805
Total British North America	44,865,968	48,628,508	58,313,223	53,981,768	61,086,046	66,028,725	84,890,319	89,570,458	97,041,772	107,799,393
West Indies:										
Cuba	17,968,570	24,157,698	20,125,821	12,807,661	7,580,880	8,269,776	9,561,656	18,616,377	26,513,614	26,964,801
British	8,130,257	8,044,646	8,512,016	7,764,178	7,784,163	7,943,299	8,886,240	8,751,817	8,896,163	8,870,562
Porto Rico	2,866,068	2,510,607	2,730,505	1,833,544	2,102,094	1,968,888	1,805,946	2,063,948	2,440,431	2,440,431
Haiti	6,382,568	5,473,955	6,092,801	5,022,512	4,428,512	3,822,385	3,657,979	2,445,965	2,946,569	3,424,622
French	1,922,568	1,813,955	1,648,506	1,566,866	1,580,326	1,679,625	1,617,130	1,542,964	1,867,138	1,867,138

Exports of merchandise from the United States, by countries, during the years 1892-1901—Continued.

Countries to which exported.	Year ended June 30—									
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
NORTH AMERICA—continued.										
West Indies—Continued.										
Santo Domingo.....	\$1,019,450	\$1,143,479	\$1,768,602	\$4,361,067	\$1,064,116	\$1,098,635	\$1,151,258	\$1,104,013	\$1,317,093	\$1,800,885
Danish.....	614,923	604,523	581,959	486,216	537,373	621,705	707,622	496,066	624,924	662,150
Dutch.....	668,714	76,2703	698,267	619,506	622,761	662,941	644,463	474,485	582,186	647,666
Total West Indies.....	38,508,303	44,504,651	41,899,416	31,563,830	26,545,205	25,976,717	26,442,894	36,129,506	47,486,892	43,249,426
Mexico.....	14,236,999	19,566,634	12,842,149	15,005,906	19,450,256	23,421,064	21,206,969	25,468,076	34,974,361	36,476,850
Central American States:										
Nicaragua.....	1,907,179	987,869	985,142	1,078,487	1,269,015	1,190,695	1,049,505	1,138,511	1,815,129	1,492,194
Costa Rica.....	1,154,023	1,210,430	1,022,049	994,087	1,196,012	1,357,472	1,620,161	1,260,940	1,469,365	1,946,795
Honduras.....	1,016,224	1,111,436	1,063,511	843,793	810,921	727,991	732,473	880,018	1,184,088	1,136,019
Guatemala.....	1,831,322	1,733,892	1,694,461	2,640,461	8,158,069	8,047,181	1,201,774	1,102,968	798,462	1,434,514
Salvador.....	1,294,268	1,138,480	1,071,666	1,260,628	1,006,373	1,619,588	796,576	625,414	679,440	788,722
Total Central American States.....	6,122,046	5,622,666	5,231,981	6,629,369	7,844,880	7,989,907	5,320,158	4,987,854	5,926,579	6,707,465
Bermuda.....	908,119	962,116	928,876	821,564	924,047	954,882	996,915	1,085,388	1,119,889	1,814,007
British Honduras.....	478,946	406,188	830,923	462,983	571,915	569,787	576,111	500,892	630,447	813,817
Miquelon, Langley, etc.....	373,823	197,226	156,644	170,224	146,447	167,445	206,006	194,624	179,387	220,720
Total North America.....	106,566,184	119,788,989	119,693,212	108,575,594	116,567,496	124,968,461	139,627,841	167,931,707	187,299,318	196,570,118
SOUTH AMERICA.										
Brazil.....	14,291,873	12,888,124	13,866,008	15,166,079	14,258,187	12,441,065	13,317,086	12,289,086	11,578,119	12,084,267
Argentina.....	2,927,478	4,979,696	4,862,746	4,456,163	6,979,046	6,884,984	6,429,070	9,683,510	11,586,287	11,837,668
Chile.....	3,544,707	2,940,831	2,272,580	2,794,099	8,431,808	2,590,589	2,851,727	2,107,124	3,287,862	6,294,728
Colombia.....	8,134,152	3,166,777	2,784,684	2,596,302	3,862,868	3,807,165	3,277,257	3,042,094	2,710,688	3,142,052
Guianas:										
British.....	1,938,299	2,000,675	2,414,720	1,706,631	1,749,198	1,565,886	1,747,875	1,749,545	1,912,814	1,784,404
Dutch.....	3,937,042	873,859	380,957	943,509	361,657	344,336	408,414	443,757	491,286	610,967
French.....	156,727	113,953	106,857	96,073	108,854	113,674	150,041	170,090	195,037	200,007
Total Guianas.....	2,427,068	2,467,887	2,911,494	2,136,213	2,214,704	2,063,946	2,305,880	2,363,392	2,599,087	2,546,378
Venezuela.....	4,049,156	4,207,661	4,137,163	3,740,464	3,838,746	3,417,622	2,746,261	2,851,684	2,462,767	3,271,877
Uruguay.....	939,680	940,606	1,015,171	1,262,001	1,481,210	1,213,426	1,214,248	1,242,822	1,816,981	1,637,072
Peru.....	1,007,085	636,721	691,877	630,386	999,381	1,108,436	1,362,660	1,826,591	1,692,476	8,126,894
Ecuador.....	810,070	817,425	761,178	736,341	689,416	869,416	866,188	882,591	1,216,008	2,016,066

Bolivia.....	17,088	24,849	10,071	10,888	21,907	5,155	20,675	51,288	59,228	192,315
Paraguay.....	.....	.....	.....	.....	.....	740	699	10,751	4,884	12,686
Falkland Islands.....	.....	.....	.....	.....	688	800	1,010	.....	.....	1,797
Total South America.....	38,147,614	32,698,077	38,212,310	38,628,985	36,297,671	88,768,646	38,821,701	85,659,902	88,945,721	44,770,888
ASIA.										
Japan.....	3,290,111	3,195,494	3,880,815	4,684,717	7,689,688	13,255,478	20,885,541	17,264,688	29,087,642	19,000,207
Chinese Empire.....	5,683,497	3,900,457	5,862,426	3,638,840	6,921,933	11,924,433	9,992,894	14,488,440	16,286,748	10,408,884
Hongkong.....	4,894,049	4,216,602	4,209,647	4,253,040	4,691,201	6,060,089	6,265,200	7,732,625	8,485,968	8,009,451
East Indies:										
British.....	3,674,807	3,152,760	4,829,103	2,853,841	3,225,368	3,844,911	4,696,018	4,841,936	4,892,833	6,252,254
Dutch.....	1,372,085	1,188,606	1,722,876	1,147,313	1,576,316	2,084,109	1,201,416	1,548,973	1,834,149	2,064,706
French.....	140,427	1,166,020	193,049	68,186	1,168,566	185,158	132,260	7,652	207,667	58,383
Portuguese.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,084
Total East Indies.....	5,186,769	4,492,885	6,245,028	4,070,392	4,965,689	6,074,203	6,049,694	5,998,541	6,834,059	8,376,326
Russia, Asiatic.....	120,200	145,591	163,855	204,987	568,002	413,942	618,015	1,543,126	3,050,102	1,461,676
Aden.....	.....	.....	.....	.....	510,160	991,397	583,946	968,741	1,490,662	999,886
Russian China.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	977,262
Turkey in Asia.....	177,899	182,786	107,182	130,268	41,248	74,899	243,190	167,743	236,616	184,162
All other Asia.....	285,325	189,089	297,628	427,886	242,129	480,606	488,976	124,678	186,681	302,727
Korea.....	.....	.....	.....	.....	.....	.....	126,866	141,679	126,966	215,551
German China.....	.....	.....	.....	.....	32	.....	.....	.....	29,202	.....
Total Asia.....	19,590,350	16,222,364	20,872,761	17,325,057	25,680,029	39,274,905	44,707,791	48,860,161	64,913,984	49,402,814
OCEANIA.										
British Australasia.....	11,398,677	7,921,228	8,131,989	9,014,268	12,748,074	17,460,283	15,699,893	19,777,129	26,725,702	30,713,845
Hawaiian Islands.....	8,781,628	2,827,663	3,306,187	3,723,057	3,985,707	4,690,075	5,907,155	9,305,470	13,509,148	.....
Philippine Islands.....	60,914	154,378	146,466	119,256	162,446	64,597	127,804	404,180	2,640,499	4,027,068
French Oceania.....	343,548	296,208	330,580	262,651	219,261	330,364	300,694	267,124	328,188	411,219
Tonga, Samoa, etc.....	.....	.....	.....	.....	.....	46,576	39,982	56,267	146,267	129,064
Auckland, Fiji, etc.....	.....	.....	.....	.....	.....	.....	.....	10,121	22,281	15,982
Guam.....	.....	.....	.....	.....	.....	.....	4,743	6,983	13,247	34,691
Other Oceania.....	.....	.....	.....	.....	81,751	30,878	4,070	27,578	10,685	45,821
Total Oceania.....	15,672,767	11,199,477	11,914,182	13,108,281	17,197,229	22,662,778	22,008,052	29,875,015	43,390,927	35,377,176
AFRICA.										
British Africa.....	3,464,765	3,698,999	3,868,868	5,208,378	11,290,936	13,098,642	12,027,142	15,155,610	16,269,432	21,654,058
Turkey in Africa:										
Egypt.....	186,274	128,687	181,262	187,694	215,540	323,761	816,915	494,196	1,005,613	1,216,773
Tripoli.....	.....	.....	.....	.....	.....	37	.....	278	50	1,469
Total Turkey in Africa.....	186,274	128,687	181,262	187,694	215,540	323,798	816,915	494,474	1,005,663	1,218,242

Exports of merchandise from the United States, by countries, during the years 1898-1901—Continued.

Countries to which exported.	Year ended June 30—									
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
AFRICA—continued.										
Portuguese Africa.....	\$69,388	\$200,075	\$84,250	\$105,255	\$800,658	\$1,869,983	\$2,898,058	\$1,505,008	\$802,164	\$1,410,285
French Africa.....	555,382	629,921	258,867	496,170	266,213	302,010	668,186	543,555	601,165	848,414
All other Africa.....	621,124	412,507	178,813	188,189	519,154	678,329	559,188	659,605	412,568	51,770
Canary Islands.....	278,869	209,989	208,257	282,997	266,192	297,878	274,827	216,628	288,705	254,920
Liberia.....	85,513	26,302	82,037	18,159	22,689	11,443	12,688	18,412	25,048	25,496
Italian Africa.....									13,875	10,200
Madagascar.....		642,207	658,426	694,814	489,139	478,363	226,788	1,184	10,285	48,121
German Africa.....					180	4,740	2,319		10,768	8,089
Spanish Africa.....							29,674			13,585
Kongo Free State.....										8,822
Total Africa.....	5,778,068	5,888,687	5,577,285	7,074,656	13,870,760	16,968,127	17,515,780	18,594,424	19,469,109	25,542,801
Grand total.....	1,080,278,146	947,655,194	892,140,572	807,538,165	882,606,988	1,050,998,556	1,231,482,380	1,227,023,802	1,394,186,371	1,487,755,557
RECAPITULATION.										
Europe.....	850,628,150	661,976,710	700,870,822	627,927,692	678,043,753	813,895,644	978,806,245	986,602,098	1,040,167,812	1,136,092,260
North America.....	105,842,184	119,738,699	119,698,212	104,575,844	112,547,498	124,958,481	139,627,841	157,931,797	167,229,315	186,570,888
South America.....	38,147,614	32,698,677	38,219,810	38,625,985	38,297,673	38,798,446	38,827,701	36,869,092	36,443,271	43,770,888
Asia.....	19,580,850	16,222,964	30,870,761	17,825,087	26,680,023	30,274,906	43,767,793	49,890,151	64,813,524	48,402,814
Oceania.....	15,572,767	11,198,477	11,914,182	13,109,231	17,197,239	22,662,773	27,007,082	29,875,015	43,840,877	36,877,176
Africa.....	5,778,068	5,888,687	5,577,285	7,074,656	13,870,760	16,968,127	17,515,780	18,594,424	19,469,109	25,542,801

The following statement shows United States commerce, by articles and countries, during the first eleven months of 1901, no details for the entire year being yet (Feb. 1, 1902) available:

Summary of imports and exports.

[NOTE.—The commerce between the United States and Hawaii and Porto Rico, respectively, is not included in the statements of the foreign trade of the United States after June 30, 1900, but after this date the trade of Hawaii and, after July 1, 1901, of Porto Rico with foreign countries is included in the statement of the foreign commerce of the United States. Shipments between the United States and Hawaii and Porto Rico are shown separately in this report.]

Groups.	Eleven months ended November—			
	1900.		1901.	
IMPORTS.				
Free of duty:		Per cent.		Per cent.
Articles of food, and animals.....	\$81, 144, 298	25. 91	\$84, 545, 350	24. 47
Articles in a crude condition which enter into the various processes of domestic industry.....	189, 123, 421	60. 40	209, 966, 600	60. 77
Articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts.....	27, 668, 821	8. 88	30, 667, 674	8. 88
Articles manufactured ready for consumption.....	10, 014, 108	3. 20	12, 004, 187	3. 48
Articles of voluntary use, luxuries, etc.....	5, 197, 949	1. 66	8, 307, 682	2. 40
Total free of duty.....	313, 143, 092	100	345, 491, 443	100
Dutiable:				
Articles of food, and animals.....	120, 519, 987	26. 94	118, 908, 137	26. 14
Articles in a crude condition which enter into the various processes of domestic industry.....	68, 316, 862	15. 27	64, 389, 547	14. 15
Articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts.....	50, 732, 296	11. 34	48, 398, 467	10. 64
Articles manufactured ready for consumption.....	111, 258, 859	24. 88	114, 051, 506	25. 07
Articles of voluntary use, luxuries, etc.....	96, 486, 411	21. 57	109, 197, 132	24
Total dutiable.....	447, 309, 415	100	454, 984, 788	100
Free and dutiable:				
Articles of food, and animals.....	201, 664, 285	26. 52	208, 448, 487	25. 42
Articles in a crude condition which enter into the various processes of domestic industry.....	257, 440, 283	33. 85	274, 356, 147	34. 28
Articles wholly or partially manufactured for use as materials in the manufactures and mechanic arts.....	78, 395, 617	10. 31	79, 061, 141	9. 88
Articles manufactured ready for consumption.....	121, 267, 962	15. 95	126, 055, 692	15. 75
Articles of voluntary use, luxuries, etc.....	101, 684, 360	13. 37	117, 504, 764	14. 67
Total imports of merchandise.....	760, 452, 507	100	800, 426, 231	100
Per cent of free.....		41. 18		43. 16
Duties collected from customs.....	219, 264, 909		224, 833, 333	
EXPORTS.				
Domestic:				
Product of—				
Agriculture.....	802, 136, 713	60. 29	845, 678, 850	64. 91
Manufactures.....	408, 629, 105	32. 04	362, 392, 181	27. 32
Mining.....	36, 238, 915	2. 83	37, 614, 960	2. 89
Forest.....	50, 380, 193	3. 92	46, 761, 217	3. 59
Fisheries.....	6, 766, 157	. 48	6, 314, 222	. 48
Miscellaneous.....	4, 804, 581	. 44	3, 999, 105	. 31
Total domestic.....	1, 308, 915, 664	100	1, 302, 760, 535	100
Foreign:				
Free of duty.....	11, 907, 228	52. 14	13, 460, 255	52. 94
Dutiable.....	11, 233, 350	47. 86	11, 965, 341	47. 06
Total foreign.....	23, 140, 578	100	25, 425, 596	100
Total exports.....	1, 332, 056, 242		1, 328, 186, 131	

Summary of imports and exports—Continued.

GOLD AND SILVER.

Gold and silver.	November.		Eleven months ending November—	
	1900.	1901.	1900.	1901.
Gold:				
Imports.....	\$12,641,988	\$5,269,611	\$63,362,473	\$49,808,291
Exports.....	677,207	15,905,612	53,724,090	52,598,928
Silver:				
Imports.....	3,680,252	2,796,532	36,982,486	28,358,192
Exports.....	5,258,080	4,689,208	58,863,325	50,914,826

Imports of merchandise.

[NOTE.—The commerce between the United States and Hawaii and Porto Rico, respectively, is not included in the statements of the foreign trade of the United States after June 30, 1900, but after this date the trade of Hawaii and, after July 1, 1901, of Porto Rico with foreign countries is included in the statement of the foreign commerce of the United States. Shipments between the United States and Hawaii and Porto Rico are shown separately in this report.]

[Abbreviation: n. e. s., not elsewhere specified.]

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Animals (number):				
Cattle.....free..	1,384	\$277,951	1,350	\$298,578
Do.....dut..	128,422	1,446,978	127,066	1,475,843
Horses (free), imported from—				
United Kingdom.....	353	196,177	411	253,986
British North America.....	589	54,967	698	91,057
Other countries.....	568	260,565	1,117	508,782
Total.....	1,510	510,709	2,226	853,825
Horses (dutiable), imported from—				
United Kingdom.....	38	6,987	52	12,547
British North America.....	1,582	212,915	1,779	264,101
Other countries.....	57	6,744	40	5,529
Total.....	1,677	226,646	1,871	282,177
Sheep.....free..	1,897	48,478	2,121	49,248
Do.....dut..	292,116	1,020,157	227,361	808,585
All other, including fowls.....free..		166,225		227,657
All other, including live poultry.....dut..		109,724		111,541
Total.....(free..)		998,363		1,429,308
Do.....(dut..)		2,803,506		2,678,146
Total animals.....		3,801,868		4,107,454
Antimony (pounds):				
Ore.....free..	5,672,907	70,435	1,726,456	24,091
As regulus or metal.....dut..	3,344,743	268,938	3,387,372	253,865
Articles, the growth, etc., of the United States, returned, n. e. s.....free..		4,757,467		5,367,417
Art works:				
The production of American artists (free), imported from—				
United Kingdom.....		89,209		83,933
France.....		185,282		253,545
Germany.....		6,978		11,257
Italy.....		73,336		35,070
Other Europe.....		8,901		10,333
British North America.....		60		1,021
Other countries.....		2,144		2,370
Total.....		317,360		397,529

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Art works—Continued.				
All other (dutiable), imported from—				
United Kingdom.....		\$515, 852		\$729, 206
France.....		1, 163, 587		1, 591, 977
Germany.....		100, 380		154, 351
Italy.....		105, 182		101, 427
Other Europe.....		87, 284		120, 840
British North America.....		8, 749		171, 259
Other countries.....		8, 232		20, 144
Total.....		1, 989, 166		2, 889, 208
Asphaltum or bitumen, crude (tons).....dut..	107, 881	\$78, 020	125, 590	480, 649
Bark, hemlock (cords).....free..	15, 947	60, 275	23, 249	93, 838
Bolting cloths.....free..		220, 006		197, 064
Bones, horns, and hoofs, unmanufactured.....free..		770, 951		619, 671
Bones and horns, manufactures of.....dut..		210, 819		203, 368
Books, and other printed matter:				
Books, music, maps, engravings, etchings, photographs, and other printed matter (free), imported from—				
United Kingdom.....		924, 548		994, 044
France.....		161, 235		383, 740
Germany.....		509, 083		556, 322
Other Europe.....		163, 082		182, 408
British North America.....		31, 835		39, 410
Other countries.....		26, 919		19, 481
Total.....		1, 816, 102		2, 177, 400
Books, etc. (dutiable), imported from—				
United Kingdom.....		1, 022, 865		1, 069, 187
France.....		91, 818		105, 139
Germany.....		229, 334		234, 655
Other Europe.....		71, 716		81, 936
British North America.....		29, 764		42, 155
Chinese Empire.....		6, 674		13, 657
Japan.....		12, 134		9, 285
Other countries.....		5, 287		10, 079
Total.....		1, 469, 592		1, 556, 103
Brass, manufactures of.....dut..		19, 053		30, 867
Breadstuffs:				
Barley (bushels).....dut..	143, 430	70, 611	46, 652	26, 005
Corn (bushels).....dut..	2, 872	2, 123	8, 061	6, 192
Oats (bushels).....dut..	45, 035	19, 675	15, 580	6, 576
Oatmeal (pounds).....dut..	188, 980	10, 758	170, 499	9, 674
Rye (bushels).....dut..	250	117	102	109
Wheat (bushels).....dut..	246, 274	174, 846	147, 703	105, 047
Wheat flour (barrels).....dut..	802	4, 670	464	2, 493
Farinaceous substances and preparations of (sago, tapioca, etc.).....free..		338, 296		460, 868
All other, and preparations of, used as food.....dut..		975, 412		1, 096, 880
Total.....		1, 596, 508		1, 713, 844
Bristles (pounds):				
Crude, not sorted, bunched, or prepared free.....	30, 980	24, 899	54, 487	24, 821
Sorted, bunched, or prepared.....dut..	1, 880, 292	1, 765, 852	1, 427, 699	1, 448, 581
Total.....	1, 861, 222	1, 790, 251	1, 482, 186	1, 473, 202
Brushes.....dut..		997, 486		1, 076, 111
Buttons and button forms.....dut..		486, 254		595, 149
Cement, Roman, Portland, and other hydraulic (pounds, dutiable), imported from—				
United Kingdom.....	104, 889, 729	408, 013	14, 742, 281	57, 763
Belgium.....	288, 173, 307	865, 262	109, 450, 804	340, 191
France.....	12, 605, 888	45, 740	4, 689, 591	19, 723
Germany.....	432, 106, 226	1, 611, 528	203, 082, 594	723, 811
Other Europe.....	26, 761, 217	87, 758	7, 631, 163	20, 730
British North America.....	1, 803, 986	9, 333	2, 890, 347	11, 942
Other countries.....	9, 547, 680	41, 415	2, 717, 071	11, 525
Total.....	877, 890, 033	8, 069, 089	344, 703, 751	1, 185, 711

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Chemicals, drugs and dyes:				
Alizarin, and alizarin colors or dyes, including extract of madder (pounds) free..	4, 455, 769	\$631, 869	5, 771, 516	\$880, 777
Argols, or wine lees (pounds) dut..	26, 710, 159	2, 830, 157	27, 395, 981	2, 214, 121
Barks, cinchona, or other, from which quinine may be extracted (pounds) free..	4, 163, 696	741, 234	4, 032, 813	815, 676
Coal-tar colors and dyes dut..	.....	3, 898, 400	.....	4, 106, 068
Cochineal (pounds) free..	124, 885	24, 791	137, 125	23, 894
Dyewoods—				
Logwood (tons, free), imported from—				
Mexico dut..	1, 372	16, 280	598	8, 179
British West Indies dut..	16, 849	265, 547	13, 722	184, 317
Other West Indies dut..	34, 799	519, 910	28, 268	422, 066
Other countries dut..	1, 675	29, 272	.....	.....
Total dut..	54, 695	830, 969	42, 588	614, 582
Extracts and decoctions of (pounds, dutiable), imported from—				
United Kingdom dut..	468, 510	27, 674	604, 106	33, 434
France dut..	776, 865	45, 843	546, 796	32, 998
Germany dut..	28, 108	2, 238	130, 541	9, 140
Switzerland dut..	233, 421	13, 837	220, 024	13, 118
Other countries dut..	1, 217, 068	90, 238	1, 285, 971	102, 880
Total dut..	2, 723, 972	179, 890	2, 787, 441	191, 560
All other free..	.....	216, 712	.....	126, 843
Glycerin (pounds) dut..	22, 111, 236	1, 791, 243	21, 713, 823	1, 857, 114
Gums (pounds)—				
Arabic free..	1, 160, 646	137, 585	3, 109, 501	283, 433
Camphor, crude free..	1, 919, 196	570, 564	1, 522, 185	510, 429
Chicle dut..	1, 850, 204	317, 758	3, 976, 938	943, 626
Copal, cowrie, and dammar free..	22, 231, 781	2, 443, 346	14, 594, 962	1, 588, 082
Gambier, or terra japonica free..	32, 632, 130	842, 228	28, 965, 779	985, 553
Shellac free..	9, 673, 628	1, 273, 253	10, 189, 638	1, 388, 392
All other free..	.....	856, 474	.....	773, 746
Total dut..	.....	6, 441, 208	.....	6, 473, 676
Indigo (pounds) free..	2, 339, 269	1, 223, 535	3, 440, 740	1, 452, 946
Licorice root (pounds) free..	95, 034, 894	1, 548, 383	101, 590, 924	1, 866, 995
Lime, chloride of, or bleaching powder (pounds) dut..	120, 488, 4/1	1, 383, 709	106, 809, 493	1, 520, 568
Mineral waters (gallons) dut..	1, 920, 977	632, 740	1, 998, 111	695, 614
Opium—				
Crude or unmanufactured (pounds, dutiable) imported from—				
United Kingdom dut..	109, 695	227, 897	121, 555	295, 768
Other Europe dut..	142, 322	325, 355	113, 390	256, 324
Asia and Oceania dut..	248, 696	496, 498	228, 553	493, 276
Other countries dut..	.....	.....	7, 028	15, 582
Total dut..	500, 713	1, 049, 750	470, 516	1, 049, 948
Prepared for smoking, and other containing less than 9 per cent of morphia (pounds, dutiable), imported from—				
Chinese Empire dut..	138, 941	1, 089, 936	132, 704	1, 056, 142
Other countries dut..	715	3, 475	111	744
Total dut..	134, 656	1, 043, 411	132, 815	1, 056, 886
Potash (pounds)—				
Chlorate of dut..	1, 154, 572	63, 885	674, 210	47, 002
Muriate of free..	99, 787, 083	1, 510, 611	113, 206, 163	1, 805, 450
Nitrate of, or saltpeter, crude free..	10, 317, 467	270, 231	8, 629, 206	224, 764
All other free..	47, 888, 246	1, 250, 109	60, 423, 606	1, 429, 995
Total dut..	159, 147, 868	3, 094, 836	182, 933, 090	3, 507, 212
Quinia, sulphate of, and all alkaloids, or salts of cinchona bark (ounces) free..	3, 091, 736	971, 697	2, 787, 969	805, 319

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Chemicals, drugs and dyes—Continued:				
Soda—				
Caustic (pounds).....dut.	7,915,741	\$141,170	3,838,512	\$82,474
Nitrate of (tons).....free.	166,840	4,458,058	190,810	5,500,380
Sal soda (pounds).....dut.	4,768,808	27,230	4,266,781	23,788
Soda ash (pounds).....dut.	64,706,113	546,901	24,239,890	225,338
All other salts of (pounds).....dut.	19,018,021	241,574	13,344,002	165,787
Total.....		5,410,033		5,997,664
Sulphur or brimstone, crude (tons).....free.	151,807	2,657,054	143,750	2,658,879
Sumac, ground (pounds).....dut.	8,158,000	180,074	6,852,815	106,561
Vanilla beans (pounds).....free.	235,986	844,540	240,104	706,813
All other.....free.		5,596,351		5,747,700
Do.....dut.		6,449,909		6,455,426
Total.....{free.....		28,895,084		30,182,064
{dut.....		20,277,901		20,739,812
Total chemicals, etc.....		40,172,985		50,921,876
Chicory root (pounds, dutiable):				
Raw, unground.....	349,442	7,240	473,715	9,455
Roasted, ground, or otherwise prepared.....	399,079	12,209	150,492	5,746
Chocolate, prepared or manufactured (not including confectionery) (pounds).....dut.	937,686	186,063	429,637	81,574
Clays or earths (tons).....dut.	130,435	865,283	161,011	1,064,386
Clocks and watches, and parts of (dutiable):				
Clocks, and parts of.....		328,228		377,415
Watches, and parts of.....		1,414,873		1,693,395
Coal:				
Anthracite (tons).....free.	118	549		
Bituminous (tons, dutiable), imported from—				
United Kingdom.....	110,844	285,898	62,672	229,517
Other Europe.....	408	957	2,017	7,869
British North America.....	1,364,949	3,778,205	1,321,004	3,672,816
Mexico.....	88,707	69,642	19,496	39,408
Japan.....	9,045	35,967	10,840	31,960
Other Asia and Oceania.....	231,935	443,461	307,410	770,238
Other countries.....	1,673	5,913	22,197	56,236
Total.....	1,757,561	4,614,563	1,745,636	4,810,164
Cocoa or cacao:				
Crude, and leaves and shells of (pounds, free), imported from—				
United Kingdom.....	1,872,729	330,474	2,346,724	395,773
Netherlands.....	949,983	161,965	810,541	141,384
Other Europe.....	1,864,706	280,756	2,717,995	366,090
Central America.....	89,623	18,785	26,789	2,845
British West Indies.....	14,779,688	2,062,291	11,066,921	1,523,890
Other West Indies.....	2,832,890	399,457	5,148,580	662,919
Brazil.....	6,572,852	877,219	7,514,197	950,924
Other South America.....	12,069,249	1,721,754	15,068,392	1,967,664
East Indies.....	222,566	21,830	315,864	56,879
Other countries.....	11,170	606	10,232	810
Total.....	41,244,851	5,870,117	45,046,185	6,079,146
Prepared or manufactured (pounds).....dut.				
	908,859	271,855	853,741	256,872
Coffee (pounds, free), imported from—				
United Kingdom.....	1,710,966	208,474	4,566,389	504,227
France.....	2,159,374	222,257	181,397	15,110
Germany.....	4,371,634	823,449	1,661,672	163,542
Netherlands.....	1,750,620	222,024	1,541,996	170,564
Other Europe.....	1,650,185	171,837	78,045	5,372
Central America.....	42,777,729	4,124,331	64,554,400	6,633,255
Mexico.....	29,579,628	2,826,252	21,594,432	2,069,560
West Indies.....	7,639,952	622,286	5,673,236	446,794
Brazil.....	541,121,662	37,066,602	762,148,514	45,374,296
Other South America.....	51,688,458	4,640,521	91,297,714	6,583,858
East Indies.....	19,641,808	2,541,014	10,842,663	1,243,758

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Coffee (pounds, free), imported from—Continued.				
Other Asia and Oceania	3, 271, 388	\$491, 998	3, 774, 705	\$549, 477
Africa	49, 818	5, 505	37, 445	3, 161
Other countries.	82, 860	8, 642	61, 977	10, 454
Total	707, 496, 152	58, 465, 187	967, 969, 585	63, 773, 425
Copper, and manufactures of:				
Ore and regulus (tons).....free..	44, 092	3, 943, 580	89, 309	13, 191, 774
Pigs, bars, ingots, plates, old, and other un-				
manufactured (pounds).....free..	64, 401, 785	9, 855, 431	67, 880, 676	10, 800, 430
Manufactures of.....dut.		18, 668		24, 167
Total, not including ore		9, 874, 099		10, 824, 597
Cork wood or cork bark, unmanufactured.free..		1, 363, 904		1, 624, 985
Cork, manufactures of.....dut.		381, 522		629, 174
Cotton, and manufactures of:				
Unmanufactured (pounds, free), imported from—				
United Kingdom	10, 587, 885	1, 559, 418	10, 366, 940	1, 344, 207
Other Europe	80	4	49, 415	3, 658
South America	3, 176, 095	346, 533	3, 634, 526	433, 420
East Indies	331, 764	29, 705	324, 539	32, 275
Other Asia and Oceania	134, 613	13, 139	263, 860	26, 564
Africa (Egypt)	38, 590, 438	4, 749, 618	37, 951, 621	5, 147, 483
Other countries	3, 535	294	379, 658	33, 966
Total	52, 824, 360	6, 698, 711	52, 970, 559	7, 021, 573
Waste or flocks (pounds).....free..	7, 098, 527	215, 731	6, 930, 135	216, 742
Manufactures of (dutiable)—				
Cloths (square yards)—				
Not bleached, dyed, colored, stained, painted, or printed	2, 615, 930	321, 597	1, 075, 010	129, 650
Bleached, dyed, colored, stained, painted, or printed	44, 548, 580	6, 029, 742	32, 816, 620	4, 997, 480
Total	47, 164, 460	6, 351, 339	33, 891, 630	5, 127, 080
Imported from—				
United Kingdom	36, 295, 280	4, 679, 601	24, 644, 595	3, 593, 941
France	4, 546, 701	773, 421	4, 094, 007	728, 511
Germany	3, 339, 022	431, 248	1, 862, 782	314, 359
Switzerland	2, 565, 349	369, 584	2, 671, 777	417, 582
Other Europe	213, 717	28, 314	138, 061	20, 327
Japan	171, 263	16, 577	458, 684	49, 733
Other countries	83, 128	2, 594	21, 724	2, 327
Total	47, 164, 460	6, 351, 339	33, 891, 630	5, 127, 080
Clothing, ready-made, and other wear-				
ing apparel, not including knit goods..		1, 341, 784		1, 321, 224
Knit goods		4, 865, 602		4, 873, 506
Laces, edgings, embroideries, insertings, neck ruffings, ruchings, trimmings, tuckings, lace window curtains, etc.		18, 526, 780		18, 482, 896
Thread (not on spools), yarn, warps, or warp yarn (pounds)	5, 130, 446	2, 180, 712	3, 293, 140	1, 468, 946
All other		5, 281, 636		4, 930, 880
Total other than cloth		82, 196, 514		31, 077, 451
Imported from (dutiable)—				
United Kingdom		10, 019, 298		9, 299, 475
Belgium		278, 064		220, 771
France		4, 472, 413		5, 662, 761
Germany		9, 086, 125		8, 874, 382
Switzerland		8, 011, 581		6, 549, 052
Other Europe		117, 738		165, 970
Chinese Empire		28, 179		28, 404
Japan		73, 375		108, 211
Other Asia and Oceania		114, 914		53, 836
Other countries		44, 827		119, 589
Total		32, 196, 514		31, 077, 451
Total manufactures		88, 547, 853		86, 204, 581

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Earthen, stone, and china ware:				
China, porcelain, parian, and bisque (duti-				
able) —				
Not decorated or ornamented		\$925, 288		\$958, 968
Decorated or ornamented		7, 110, 521		7, 911, 754
All other		374, 460		394, 462
Total		8, 410, 269		9, 265, 184
Imported from (duti-able)—				
United Kingdom		2, 780, 640		2, 827, 215
Austria-Hungary		549, 297		658, 135
France		1, 356, 976		1, 555, 642
Germany		3, 091, 718		2, 488, 619
Other Europe		124, 306		166, 851
Japan		419, 094		468, 289
Other countries		88, 288		100, 433
Total		8, 410, 269		9, 265, 184
Eggs (dozen)	dut..	99, 823	142, 281	10, 878
Feathers, etc., natural and artificial (duti-able):				
Feathers and down, crude, etc.		1, 252, 200		1, 783, 160
Feathers and down, natural, dressed, col-				
ored, or manufactured, and dressed and				
finished birds		58, 625		147, 329
Feathers, flowers, fruits, grains, and leaves,				
artificial		1, 803, 406		2, 292, 818
Total		3, 114, 231		4, 222, 807
Fertilizers (free):				
Guano (tons)		5, 113	4, 794	55, 023
Phosphates, crude (tons)		121, 662	157, 621	775, 526
All other		1, 224, 048		1, 206, 871
Total		1, 961, 901		2, 087, 420
Fibers, vegetables, and textile grasses, and				
manufactures of, n. e. s.:				
Unmanufactured—				
Flax (tons, dutiable), imported from—				
United Kingdom	1, 488	527, 504	1, 524	626, 914
Other Europe	2, 780	629, 045	4, 082	1, 067, 049
British North America	985	182, 915	1, 062	236, 276
Other countries	42	7, 395		
Total	5, 295	1, 346, 859	6, 668	1, 930, 239
Hemp (tons)	dut..	3, 696	3, 925	623, 296
Isle or Tampico fiber (tons)	free..	3, 278	5, 083	320, 865
Jute (tons, free), imported from—				
United Kingdom	3, 624	260, 502	2, 571	186, 207
East Indies	79, 849	3, 095, 646	81, 968	3, 494, 659
Other countries	111	7, 932	98	6, 815
Total	83, 584	3, 364, 080	84, 637	3, 687, 181
Manila (tons, free), imported from—				
United Kingdom	8, 880	1, 673, 358	24, 668	4, 028, 384
Philippine Islands	30, 167	5, 569, 370	22, 823	3, 302, 993
Other countries	187	42, 218	141	16, 754
Total	38, 684	7, 284, 946	47, 632	7, 348, 131
Sisal grass (tons, free), imported from—				
Mexico	69, 287	10, 327, 313	74, 894	8, 184, 913
Other countries	1, 227	180, 663	725	103, 266
Total	70, 514	10, 517, 966	75, 619	8, 288, 209
All other (tons)	free..	9, 091	7, 968	749, 558
Total	free..	205, 151	220, 929	20, 393, 944
Total	dut..	8, 991	10, 594	2, 563, 587
Total unmanufactured		214, 142	231, 523	22, 947, 481

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Fibers, vegetables, and textile grasses, and manufactures of, n. e. s.—Continued.				
Manufactures of—				
Bagging, gunny cloth, etc., suitable for covering cotton.....dut.		\$411,086		\$391,611
Bags, of jute.....dut.		1,718,791		1,943,563
Cables, cordage, threads, and twine, n. e. s. (pounds).....dut.	179,041	38,284	621,900	88,006
Carpet and carpeting (square yards).....dut.	92,078	30,503	158,061	51,319
Coir yarn (pounds).....free.	4,406,377	143,973	5,266,934	189,473
Fabrics, plain woven, of single jute yarn.....dut.		10,236,700		14,079,547
Handkerchiefs.....dut.		2,143,224		1,961,659
Oilcloths (square yards).....dut.	1,068,719	461,156	1,307,606	537,576
Twine, binding (pounds).....free.	7,417,142	606,132	7,890,896	624,696
Yarns (pounds).....dut.	2,827,860	508,232	1,487,471	460,917
All other.....dut.		14,002,903		13,004,765
Total manufactures.....		30,299,934		33,353,133
Fish:				
Fresh—				
Lobsters, canned or uncanned (pounds).....free.	6,801,265	830,838	6,575,267	814,953
Salmon (pounds).....dut.	1,244,984	116,069	1,328,687	127,602
All other.....dut.		1,029,728		1,073,849
Cured or preserved (durable)—				
Anchovies and sardines (packed in oil, etc.).....		1,178,884		1,376,044
Cod, haddock, hake, and pollock dried, smoked, salted, or pickled (pounds).....	14,088,061	486,822	21,047,217	868,323
Herring—				
Dried or smoked (pounds).....	4,520,641	119,066	2,707,307	84,938
Pickled or salted (pounds).....	26,386,055	1,065,514	33,498,866	1,160,370
Mackerel, pickled or salted (pounds).....	15,693,558	777,320	18,036,485	933,030
Salmon, pickled or salted (pounds).....	608,996	40,596	693,173	43,360
All other.....		494,391		533,167
Total.....		6,139,218		7,015,636
Fruits, including nuts:				
Fruits—				
Bananas (free), imported from—				
British North America.....		46,065		92,025
Central American States.....		2,213,563		2,620,226
British West Indies.....		1,814,261		2,580,192
Cuba.....		286,534		470,780
South America.....		766,910		588,467
Hawaii.....		4,011		
Other countries.....		137,698		161,020
Total.....		5,269,032		6,462,710
Currents (pounds).....dut.	19,908,272	869,745	23,462,463	964,086
Dates (pounds).....dut.	12,585,701	251,577	16,667,513	315,169
Figs (pounds).....dut.	10,021,657	455,748	7,832,644	369,269
Lemons (pounds, dutiable), imported from—				
Italy.....	147,733,027	3,466,335	135,711,758	2,985,800
British North America.....	1,779,014	50,113	3,602,120	100,720
Other countries.....	238,071	4,273	490,650	10,054
Total.....	149,745,112	3,520,721	139,804,528	3,096,574
Oranges (pounds, dutiable), imported from—				
United Kingdom.....	66,145	1,170	150,356	2,189
Italy.....	4,110,265	112,788	4,509,420	101,383
Mexico.....	9,425,733	131,429	6,037,296	96,587
British West Indies.....	28,500,067	876,428	25,271,192	821,212
Cuba.....	53,601	729	85,159	922
Japan.....	119,890	1,789	162,873	2,614
Other countries.....	925,839	8,360	777,450	8,454
Total.....	43,201,560	633,193	36,993,745	583,811

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Fruits, including nuts—Continued.				
Fruits—Continued.				
Plums and prunes (pounds).....dut..	467,242	\$43,638	362,374	\$30,993
Raisins (pounds).....dut..	3,965,444	231,082	4,810,661	235,944
Prepared or preserved.....dut..		1,874,722		1,255,204
All other fruits.....free.....		600,699		499,882
All other fruits.....dut..		1,841,075		1,561,840
Total fruits		14,651,287		15,395,462
Nuts—				
Almonds (pounds).....dut..	5,555,859	949,218	6,392,906	874,077
Cocoanuts.....free.....		706,291		759,080
All other.....free.....				107,889
All other.....dut..		959,848		1,384,050
Total fruits and nuts		17,265,644		18,520,548
Furs, and manufactures of:				
Furs and fur skins, undressed (free), imported from—				
United Kingdom.....		2,108,009		2,208,596
France.....		671,665		819,008
Germany.....		1,989,089		2,690,070
Other Europe.....		846,938		517,639
British North America.....		452,469		506,387
South America.....		145,435		165,948
Japan.....		3,285		6,513
Other countries.....		141,875		265,540
Total		5,808,765		7,180,246
Furs, and manufactures of (dutiable), imported from—				
United Kingdom.....		1,671,500		1,829,544
Belgium.....		409,497		336,098
France.....		1,496,679		1,680,235
Germany.....		1,365,396		1,131,248
Other Europe.....		40,419		35,636
Chinese Empire.....		180,725		128,971
Other countries.....		27,156		58,237
Total		5,191,872		4,700,084
Ginger ale or ginger beer (dozen pints).... dut..	866,113	269,389	822,196	253,290
Glass and glassware (dutiable):				
Bottles, vials, demijohns, carboys, and jars..		481,090		446,613
Cylinder, crown, and common window glass, unpolished (pounds), imported from—				
United Kingdom.....	2,925,635	171,770	3,455,979	201,629
Belgium.....	37,145,823	1,076,398	29,370,373	973,888
France.....	13,450	1,041	35,525	1,627
Germany.....	887,510	32,652	294,382	26,356
Other countries.....	2,559	158	157,943	7,473
Total	40,474,477	1,282,019	33,514,702	1,210,873
Cylinder and crown glass, polished (square feet)—				
Unsilvered.....	2,209,619	522,106	1,959,692	400,804
Silvered.....	408	813	739	617
Plate glass (square feet)—				
Fluted, rolled, or rough	78,273	7,777	40,569	2,358
Cast, polished—				
Unsilvered.....	1,855,015	443,165	3,925,955	969,796
Silvered.....	57,545	16,208	17,073	9,214
All other		1,938,326		2,160,517
Total, glass and glassware		4,640,999		5,200,294
Glue (pounds).....dut..	4,225,024	483,953	4,126,141	404,722
Grease and oils.....free		425,841		422,613
Grease.....dut..		188,265		356,915

*Included in "All other fruits" prior to July, 1901.

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Hair:				
Unmanufactured free.....		\$1,626,238		\$1,630,054
Manufactures of..... dut.....		218,664		66,135
Total.....		1,839,897		1,696,189
Hats, bonnets, and hoods, and materials for, composed of straw, chip, grass, palm leaf, willow, osier, or rattan (durable):				
Hats, bonnets, and hoods.....		745,576		972,416
Materials for.....		1,909,287		1,459,638
Total.....		2,654,863		2,432,049
Hay (tons)..... dut.....	152,559	1,154,986	86,841	698,830
Hides and skins, other than furskins (pounds):				
Goatskins..... free.....	62,888,182	17,128,825	82,864,122	23,587,548
Hides of cattle..... dut.....	189,776,012	16,844,667	125,844,820	14,389,195
All other..... free.....	78,867,510	12,944,898	76,561,835	12,901,064
Total.....	280,981,654	46,918,390	284,270,277	50,877,797
Imported from (free and dutiable)—				
United Kingdom.....	33,655,899	5,693,404	31,692,147	5,242,258
France.....	17,822,787	3,574,918	26,713,088	5,159,580
Germany.....	17,784,718	2,756,502	21,238,048	3,874,087
Other Europe.....	41,937,943	6,159,138	39,145,394	6,729,279
British North America.....	14,613,670	1,295,501	18,787,952	1,583,836
Central American States.....	8,720,173	572,235	2,690,436	425,339
Mexico.....	12,065,391	2,167,790	16,515,789	2,855,751
West Indies.....	1,434,496	829,540	1,709,749	335,952
South America.....	50,106,955	9,846,658	56,911,380	10,244,284
East Indies.....	64,336,397	10,181,510	47,948,497	9,696,685
Other Asia and Oceania.....	19,324,673	3,914,570	16,927,138	3,822,415
Africa.....	4,658,218	925,058	4,040,064	906,381
Other countries.....	21,384	1,571		
Total.....	280,981,654	46,918,390	284,270,277	50,877,797
Hide cuttings, raw, and other glue stock..... free.....		1,128,361		758,608
Hops (pounds)..... dut.....	1,791,523	583,654	1,949,681	647,740
Household and personal effects and wearing apparel in use, etc..... free.....		1,925,700		2,524,164
India rubber and gutta-percha, and manufactures of:				
Unmanufactured—				
Gutta-percha (pounds)..... free.....	357,794	140,443	354,406	200,901
India rubber (pounds, free) imported from—				
United Kingdom.....	7,188,915	4,506,115	6,041,282	3,068,740
Germany.....	1,406,815	760,855	1,655,474	787,631
Other Europe.....	5,961,660	4,160,142	6,638,452	4,388,921
Central America.....	1,286,582	680,812	1,138,651	589,088
Mexico.....	324,567	162,554	253,180	107,206
West Indies.....	21,794	8,371	42,844	16,152
Brazil.....	26,547,155	14,987,419	30,675,967	15,785,908
Other South America.....	1,056,787	556,666	1,246,884	531,423
East Indies.....	577,837	272,862	373,918	100,791
Other countries.....	47,135	27,064	31,851	17,279
Total.....	44,307,247	26,122,960	50,086,503	25,729,084
Total unmanufactured.....	44,665,041	26,263,308	50,447,909	25,929,985
Manufactures of—				
Gutta-percha..... dut.....		242,856		111,932
India rubber..... dut.....		501,543		431,638
Total manufactures of.....		744,429		543,570
Iron and steel, and manufactures of:				
Iron ore (tons)..... dut.....	888,301	1,226,122	887,337	1,523,262
Pig iron (tons)..... dut.....	49,267	1,800,739	53,239	1,496,964
Scrap iron and steel, fit only to be remanufactured (tons)..... dut.....	33,454	652,316	19,089	815,604

UNITED STATES IMPORTS AND EXPORTS.

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Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Iron and steel, and manufactures of—Cont'd.				
Bar iron (pounds).....dut.	40,181,201	\$956,710	43,081,945	\$1,020,976
Bars, railway, of iron or steel, or in part of steel (tons).....dut.	1,280	48,786	1,888	55,955
Hoop, band, or scroll (pounds).....dut.	868,134	12,290	6,652,687	116,699
Ingots, blooms, slabs, billets, and bars of steel, and steel in forms n. e. s. (pounds).....dut.	26,486,889	1,225,188	15,961,521	1,209,209
Sheet, plate, and taggers iron or steel (pounds).....dut.	11,245,981	406,895	11,205,705	397,168
Tin plates, terne plates, and taggers tin (pounds dutiable), imported from—				
United Kingdom.....dut.	124,014,987	4,242,611	148,459,147	4,520,417
British North America.....dut.	1,170,198	42,078	1,848,100	74,165
Other countries.....dut.	157	4	2,482	204
Total.....dut.	125,185,292	4,284,693	150,309,729	4,594,786
Wire rods, pounds.....dut.	43,542,636	1,108,402	34,287,302	875,298
Wire, and articles made from (pounds).....dut.	3,673,446	899,638	3,628,487	641,506
Manufactures of—				
Anvils, pounds.....dut.	454,929	29,137	542,812	36,727
Chains, pounds.....dut.	578,610	40,882	427,214	80,878
Cutlery.....dut.		1,460,114		1,578,765
Files, file blanks, rasps, and floats.....dut.		68,896		46,362
Firearms.....dut.		780,089		1,012,651
Machinery.....dut.		3,672,732		2,718,545
Needles, hand-sewing and darning, free.....dut.		341,819		870,231
Shotgun barrels, in single tubes, forged, rough-bored.....free.....dut.		194,568		278,278
All other.....dut.		1,569,647		1,576,548
Total iron and steel, etc., not including ore.....dut.		19,021,881		18,267,677
Ivory (pounds):				
Animal.....free.....dut.	815,261	642,218	458,170	946,240
Vegetable.....free.....dut.	17,710,042	272,829	10,124,804	122,976
Jewelry, manufactures of gold and silver, and precious stones:				
Diamonds, uncut, including miners', glaziers', and engravers', not set (free)—imported from—				
United Kingdom.....dut.		2,888,818		5,264,819
France.....dut.		40,125		72,277
Netherlands.....dut.		776,215		815,271
Other Europe.....dut.		880		9,579
Brazil.....dut.				
Other countries.....dut.		3,967		406
Total.....dut.		3,709,050		6,162,852
Diamonds, cut but not set (dutiable)—imported from—				
United Kingdom.....dut.		1,809,808		2,965,628
France.....dut.		1,519,197		2,127,267
Germany.....dut.		118,436		118,002
Netherlands.....dut.		3,180,420		5,961,064
Other Europe.....dut.		338,916		1,099,655
Other countries.....dut.		26,168		12
Total.....dut.		6,967,445		12,286,628
Other precious stones, uncut.....free.....dut.		34,541		87,612
Other precious stones, cut but not set, including natural pearls.....dut.		1,606,004		3,022,087
Jewelry, and manufactures of gold and silver.....dut.		2,449,389		3,382,648
Total jewelry and manufactures of gold, etc.....dut.		14,786,879		24,891,327
Lead, and manufactures of (dutiable):				
Lead in ore and base bullion (pounds).....dut.	208,246,862	3,438,658	210,656,083	4,476,862
Pigs, bars, and old (pounds).....dut.	409,473	12,915	1,190,165	33,440
Total.....dut.	208,656,335	3,451,568	211,846,248	4,509,302

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Lead, and manufactures of (dutiable)—Continued.				
Imported from (pounds)—				
United Kingdom.....	567,482	\$19,371	884,899	\$12,681
Germany.....	225,222	7,947	671,294	16,596
Other Europe.....	111,906	8,429	2,458	206
British North America.....	84,025,346	958,371	50,189,438	1,499,278
Mexico.....	162,846,111	2,592,101	152,819,101	2,842,599
Other countries.....	5,880,269	70,849	8,279,618	187,997
Total lead.....	208,656,835	3,451,568	211,846,198	4,509,802
Manufactures of.....		5,600		8,758
Leather, and manufactures of (dutiable):				
Leather—				
Band or belting, and sole leather.....		39,889		36,048
Calfskins, tanned, or tanned and dressed, and patent, enameled, and japanned.....		91,446		114,750
Skins for morocco.....		2,718,842		2,270,301
Upper leather, dressed, and skins, dressed and finished.....		2,902,809		2,667,559
Total.....		5,747,986		5,088,658
Manufactures of—				
Gloves of kid or other leather, imported from—				
Belgium.....		266,154		104,120
France.....		2,206,956		1,875,707
Germany.....		2,648,814		1,886,825
Other Europe.....		794,462		778,215
Other countries.....		886		481
Total.....		5,917,272		4,694,348
All other.....		616,091		728,933
Total manufactures of.....		6,533,363		5,423,281
Total leather, and manufactures of.....		12,281,349		10,511,934
Malt, barley (bushels).....dut..	4,823	4,794	3,043	2,929
Malt liquors (gallons, dutiable):				
In bottles or jugs.....	1,000,859	1,007,674	1,108,310	1,101,165
In other coverings.....	2,041,002	590,195	2,570,485	689,669
Total.....	3,041,861	1,597,869	3,678,795	1,790,834
Manganese, ore and oxide of (tons).....free..	250,047	1,994,967	144,542	1,273,746
Marble and stone, and manufactures of (dutiable):				
Marble, and manufactures of.....		856,744		1,083,845
Stone, and manufactures of.....		236,691		218,399
Total.....		1,093,435		1,302,244
Matting and mats for floors, manufactured from round or split straw or other vegetable substances, including Chinese, Japanese, and India straw mattings (square yards).....dut..				
Metals, metal compositions, and manufactures of, n. e. s. (dutiable):	82,568,880	2,270,350	14,653,882	2,859,763
Bronze manufactures.....		714,407		851,882
All other.....		4,727,645		4,706,368
Total.....		5,442,052		5,557,750
Musical instruments, and parts of.....dut..		927,680		983,996
Oils:				
Animal or rendered (gallons)—				
Whale and fish.....dut..	608,866	226,186	946,204	293,461
Other.....dut..	20,947	3,818	89,643	18,975
Mineral (gallons).....free..	2,859,438	259,808	1,846,519	119,101
Do.....dut..	17,378	2,561	181,874	17,057

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Oils—Continued.				
Vegetable—				
Fixed or expressed—				
Olive (gallons).....dut..	810,533	\$1,043,914	1,066,445	\$1,308,437
Other.....free.....		2,142,323		2,566,919
Do.....dut.....		835,491		1,014,844
Volatile or essential, and distilled..free.....		1,836,860		1,810,080
Do.....dut.....		402,210		489,398
Total.....		6,258,171		7,188,217
Paints, pigments, and colors.....dut..		1,376,106		1,390,541
Paper stock, crude (see also Wood pulp) (free):				
Rags, other than woolen (pounds).....	73,926,681	1,068,279	55,665,078	920,479
All other.....		1,442,653		1,420,571
Total.....		2,530,932		2,341,050
Imported from—				
United Kingdom.....		1,118,886		968,152
Belgium.....		283,579		249,573
France.....		187,873		200,034
Germany.....		549,385		618,241
Italy.....		83,628		47,608
Other Europe.....		114,087		157,176
British North America.....		107,255		96,831
East Indies.....		12,696		453
Japan.....		48,469		54,014
Other countries.....		40,064		34,173
Total.....		2,530,932		2,341,050
Paper, and manufactures of (dutiable):				
Lithographic labels and prints.....		855,240		986,702
Parchment papers (pounds).....	624,730	58,923	154,976	35,747
All other.....		2,788,745		2,855,434
Total.....		3,697,913		3,827,883
Imported from—				
United Kingdom.....		601,459		605,486
Belgium.....		131,708		150,523
France.....		341,872		381,391
Germany.....		2,282,447		2,242,142
Other Europe.....		88,649		134,020
Japan.....		247,336		266,883
Other countries.....		54,442		47,439
Total.....		3,697,913		3,827,883
Perfumeries and all toilet preparations.....dut..		550,110		559,135
Pipes and smokers' articles.....dut..		279,295		393,749
Plants, trees, shrubs, and vines.....dut..		994,517		1,021,426
Platinum (pounds).....free.....	6,919	1,565,500	5,740	1,540,351
Plumbago (tons).....free.....	12,747	1,297,989	13,215	848,188
Provisions, comprising meat and dairy products (dutiable):				
Meat products—				
Meat and meat extracts.....		334,167		336,444
All other.....		58,889		61,827
Dairy products—				
Butter (pounds).....	60,748	13,523	111,296	25,205
Cheese (pounds), imported from—				
United Kingdom.....	130,281	23,018	92,456	19,076
France.....	1,152,985	202,581	1,440,731	249,040
Germany.....	448,618	61,683	415,105	53,563
Italy.....	4,610,404	620,549	4,993,470	780,689
Netherlands.....	747,703	89,461	931,009	119,252
Switzerland.....	5,559,230	719,020	5,977,401	774,702
Other Europe.....	312,976	32,556	621,980	74,766
British North America.....	16,521	3,779	36,703	6,469
Other countries.....	9,259	891	9,225	1,106
Total.....	12,987,977	1,753,543	14,518,082	2,078,663
Milk.....		39,819		33,541
Total provisions.....		2,199,941		2,555,690

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Rice (pounds):				
Rice.....dut.....	81,490,421	\$1,658,056	69,055,918	\$1,477,922
Rice (under treaty with Hawaii).....free.....				
Rice flour, rice meal, and broken rice.....dut.....	17,495,230	297,436	59,715,225	1,019,291
Total.....	98,985,651	1,955,492	128,771,143	2,497,213
Salt (pounds).....dut.....	381,587,085	570,822	849,490,979	584,507
Sausage casings.....free.....		693,872		539,194
Seeds:				
Linseed or flaxseed (bushel).....dut.....	7,164	11,105	1,726,756	2,264,658
All other.....free.....		1,017,663		1,196,689
Do.....dut.....		505,063		778,556
Total.....		1,583,831		4,239,898
Shells, unmanufactured.....free.....		797,635		430,984
Silk, and manufactures of:				
Unmanufactured (pounds, free)				
Cocoons.....	26,500	15,625	4,080	1,694
Raw, or as reeled from the cocoon, imported from—				
France.....	339,990	1,526,793	392,594	1,890,101
Italy.....	1,928,069	9,047,517	2,135,671	8,089,335
China.....	2,449,126	7,744,367	2,490,908	6,739,545
Japan.....	2,987,913	11,576,269	5,713,144	18,090,039
Other countries.....	66,546	266,811	122,794	376,548
Total.....	7,721,664	30,160,757	10,855,111	34,696,168
Waste (pounds).....free.....	1,114,612	454,627	1,656,662	723,138
Total unmanufactured.....		30,631,009		35,411,000
Manufactures of (dutiable)—				
Clothing, ready-made, and other wear-				
ing apparel.....		1,639,251		2,185,219
Dress and piece goods.....		13,223,926		11,125,583
Laces and embroideries.....		2,806,344		3,583,966
Ribbons.....		1,694,588		1,854,587
Spun silk in skeins, cops, warps, or on				
beams (pounds).....	1,963,961	3,137,457	1,685,699	2,447,102
Velvets, plushes, and other pile fabrics				
(pounds).....	756,051	2,647,481	860,990	3,062,042
All other.....		2,270,251		2,006,114
Total manufactures of.....		27,418,298		26,264,568
Imported from—				
United Kingdom.....		2,376,486		1,808,718
Austria-Hungary.....		112,354		90,529
Belgium.....		28,013		21,144
France.....		13,161,970		12,863,686
Germany.....		4,351,093		4,231,717
Italy.....		442,723		314,242
Switzerland.....		3,905,025		3,801,546
Other Europe.....		70,738		33,359
Chinese Empire.....		142,558		175,438
Japan.....		2,743,737		3,347,376
Other countries.....		88,106		76,814
Total.....		27,418,298		26,264,568
Soap (dutiable):				
Fancy, perfumed, and all toilet (pounds)...	835,725	347,829	948,756	361,168
All other.....		267,425		320,502
Total.....		615,254		681,670
Spices:				
Unground (pounds, free)—				
Nutmegs.....	1,521,989	324,744	2,070,547	403,422
Pepper, black or white.....	14,827,400	1,526,424	16,222,953	1,829,213
All other.....	14,298,012	1,097,159	12,777,816	988,771
Total.....	30,647,401	2,948,327	31,071,316	3,221,406

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Spices—Continued.				
Unground (pounds, free)—				
Imported from—				
United Kingdom.....	5,382,486	\$436,294	4,063,913	\$350,183
Netherlands.....	3,922,669	458,598	4,449,872	569,808
Other Europe.....	335,397	82,685	569,365	56,942
British North America.....	13,376	226	35,367	452
British West Indies.....	5,089,984	839,915	4,306,070	271,927
Chinese Empire.....	2,314,197	160,585	2,515,528	149,410
East Indies.....	11,818,265	1,265,209	13,922,917	1,708,508
Other Asia and Oceania.....	1,027,756	100,367	677,265	99,181
Africa.....	735,372	158,895	249,496	10,900
Other countries.....	7,749	604	241,498	9,175
Total.....	30,647,401	2,948,827	31,071,316	3,221,406
All other (pounds).....dut..	8,946,105	888,796	4,174,881	379,546
Total spices.....		3,837,122		3,600,952
Spirits, distilled (proof gallons):				
Of domestic manufacture, returned (subject to internal-revenue tax).....free..	641,980	584,663	994,420	914,100
Brandy.....dut..	221,620	680,191	277,353	799,500
All other.....dut..	1,429,498	2,064,711	1,686,508	2,422,870
Total (not domestic).....	1,651,058	2,714,902	1,963,861	3,222,370
Imported from (dutiable)—				
United Kingdom.....	683,103	1,194,814	820,054	1,888,956
Belgium.....	19,504	21,808	9,758	11,555
France.....	298,997	805,644	368,841	1,012,162
Germany.....	108,672	78,776	171,450	143,051
Italy.....	84,426	62,095	86,283	57,576
Netherlands.....	169,624	94,985	164,119	99,958
Other Europe.....	25,142	40,580	22,417	36,014
British North America.....	151,698	238,124	184,080	339,112
West Indies.....	36,582	78,702	38,378	72,539
Chinese Empire.....	107,640	37,882	90,980	30,155
Other Asia and Oceania.....	20,912	8,297	59,704	22,562
Other countries.....	2,923	2,846	2,822	3,725
Total.....	1,651,058	2,714,902	1,963,861	3,222,370
Total spirits distilled.....	2,298,088	3,299,565	2,958,281	4,135,470
Sponges.....dut..		540,291		634,393
Straw and grass, manufactures of.....dut..		859,481		836,566
Sugar, molasses, and confectionery:				
Molasses (under treaty with Hawaii) (gallons).....free..				
Molasses, other (gallons).....dut..	6,608,344	863,351	13,898,564	1,827,955
Sugar (pounds)—				
Not above No. 16 Dutch standard in color—				
Beet.....dut..	942,972,376	20,921,342	484,344,004	9,809,892
Cane (under treaty with Hawaii).....free..	222,496,988	9,159,432		
Cane, other.....dut..	2,298,070,622	54,681,080	2,922,105,057	63,448,439
Total.....	3,458,589,986	84,761,804	3,406,449,061	73,258,331
Imported from—				
United Kingdom.....	17,790,134	437,060	1,115,908	24,106
Austria-Hungary.....	164,528,754	3,807,365	30,295,640	1,641,593
Belgium.....	79,661,980	1,937,331		
Germany.....	667,165,189	14,495,160	399,565,344	3,060,948
Netherlands.....	1,562,841	89,628	662,352	18,085
Other Europe.....	58,300	1,341	3,822,690	89,376
British North America.....	900	45	60	3
Central America.....	2,542,007	56,295	7,436,610	188,438
Mexico.....	497,971	12,702	1,280,710	33,574
West Indies—				
British.....	199,674,769	5,260,747	242,232,083	5,022,191
Cuba.....	651,497,268	16,838,690	1,259,196,823	29,146,589
Other West Indies.....	174,355,566	5,280,071	127,330,291	3,404,733
Brazil.....	104,256,607	1,961,725	306,910,571	5,509,109

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Sugar, molasses, and confectionery—Continued.				
Sugar (pounds)—Continued.				
Not above No. 16 Dutch standard in color—Continued.				
Imported from—Continued.				
Other South America.....	220,708,487	\$5,418,484	221,657,891	\$4,908,526
Chinese Empire.....	404,628	7,158	885,180	7,111
East Indies.....	808,098,317	16,784,596	668,854,845	18,285,911
Hawaii.....	222,496,916	9,159,832		
Philippine Islands.....	11,200,000	225,860	11,424,000	188,159
Other Asia and Oceania.....	50,617	898	47,207	886
Africa.....	184,072,785	3,042,767	74,220,911	1,779,091
Other countries.....				
Total.....	3,458,589,986	84,761,804	3,406,449,061	78,258,331
Above No. 16 Dutch standard in color (pounds, dutiable), imported from—				
United Kingdom.....	488,948	13,808	71,622	1,968
Austria-Hungary.....	2,226,850	59,196	49,126,004	1,192,048
Belgium.....	1,658,683	47,963	924,185	23,878
France.....	12,927	676	39,709	1,677
Germany.....	9,102,987	246,129	24,871,098	625,723
Netherlands.....	10,438,886	833,111	20,619,958	584,589
Other Europe.....	16,184,670	355,737	12,499,717	808,023
British North America.....	1,589,262	202,711	1,048,935	77,767
Chinese Empire.....	6,605,357	191,891	5,235,437	150,260
Japan.....	100,000	2,882	200,054	6,089
Other Asia and Oceania.....	1,121,452	31,084	1,259,087	37,623
Other countries.....	508	82	64,157	1,353
Total.....	49,480,520	1,484,670	115,956,958	2,960,413
Total sugar.....	3,508,020,456	86,245,474	3,522,409,019	76,218,744
Confectionery.....dut..		28,286		86,375
Sulphur ore, containing over 25 per cent of sulphur (tons).....free..	307,082	1,011,316	357,191	1,267,788
Tea (pounds, dutiable):				
Imported from—				
United Kingdom.....	1,994,154	413,689	3,042,185	560,647
British North America.....	1,065,115	182,062	1,335,091	239,187
Chinese Empire.....	49,217,518	5,284,366	25,692,503	2,788,114
East Indies.....	2,992,595	391,952	2,190,223	263,188
Japan.....	31,641,165	4,505,388	28,159,849	3,919,054
Other Asia and Oceania.....	2,518,070	192,705	178,307	22,666
Other countries.....	38,079	9,878	57,298	11,810
Total.....	89,456,696	10,979,990	60,650,456	7,804,666
Tin, in bars, blocks, pigs, or grain, or granulated (pounds, free), imported from—				
United Kingdom.....	27,929,310	8,045,612	24,952,788	6,515,191
Netherlands.....	3,512,863	1,039,740	2,434,934	630,880
East Indies.....	31,406,539	8,410,578	39,531,803	9,980,325
Other Asia and Oceania.....	436,320	121,669	542,253	200,144
Other countries.....	865,999	108,025	582,994	88,662
Total.....	68,651,081	17,725,624	68,044,782	17,415,202
Tobacco, and manufactures of:				
Unmanufactured (pounds, dutiable)—				
Leaf—				
Suitable for cigar wrappers.....	6,204,437	5,368,351	6,018,519	5,593,572
All other.....	14,186,397	8,094,396	19,356,868	9,289,679
Total leaf.....	20,390,834	13,463,287	25,375,382	14,883,251
Imported from—				
Germany.....	272,068	108,936	1,058,982	263,776
Netherlands.....	5,616,715	4,982,488	5,724,375	5,264,928
Other Europe.....	350,864	155,082	1,228,886	470,512
British North America.....	338,587	198,102	373,098	276,818
Mexico.....	195,215	62,257	168,964	47,274
Cuba.....	12,527,208	7,680,794	16,083,498	8,315,377
Other countries.....	1,095,182	280,678	742,569	194,571
Total unmanufactured.....	20,390,834	13,458,287	25,375,382	14,883,251

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Tobacco, and manufactures of—Continued.				
Manufactures of—				
Cigars, cigarettes, and cheroots (pounds).....dut.	432,565	\$2,070,428	421,185	\$2,207,154
All other.....dut.		65,894		68,264
Total manufactures of.....		2,136,322		2,275,418
Toys (durable):				
Imported from—				
France.....		129,885		123,770
Germany.....		3,181,584		3,618,349
Other Europe.....		88,550		134,069
Other countries.....		38,659		30,085
Total.....		3,438,128		3,906,243
Vegetables (durable):				
Beans and dried pease (bushels).....	1,084,968	1,154,621	1,067,660	1,349,311
Onions (bushels).....	564,333	365,244	854,154	544,303
Potatoes (bushels).....	140,796	138,541	711,702	358,240
Pickles and sauces.....		323,149		385,861
All other—				
In their natural state.....		317,284		410,068
Prepared or preserved.....		796,373		867,338
Total.....		3,095,162		3,925,716
Wines (durable):				
Champagne, and other sparkling (dozen)....	268,029	3,592,000	282,013	4,115,422
Still wines—				
In casks (gallons).....	2,384,946	1,650,865	2,678,750	1,821,317
In other coverings (dozen).....	300,226	1,452,919	368,885	1,687,159
Total.....		6,695,774		7,573,896
Imported from—				
United Kingdom.....		289,062		309,889
France.....		4,158,890		4,705,315
Germany.....		1,144,761		1,180,042
Italy.....		279,328		316,241
Other Europe.....		768,781		825,820
Other countries.....		110,072		237,141
Total wines.....		6,695,774		7,573,896
Wood, and manufactures of:				
Unmanufactured—				
Cabinet woods—				
Mahogany (M feet, free) imported from—				
United Kingdom.....	5,890	475,900	5,820	497,495
Central America.....	6,919	343,851	13,509	655,333
Mexico.....	11,080	438,597	11,870	506,422
Cuba.....	4,581	320,760	4,122	207,817
Other West Indies.....	432	29,317	549	25,776
South America.....	522	18,169	587	27,431
Other countries.....	184	11,571	230	12,617
Total.....	29,548	1,683,165	36,987	1,962,891
All other.....free.....		1,084,021		1,047,226
Logs and round timber (M feet).....free.....	87,867	822,925	96,425	833,166
Timber, hewn, squared or sided, (feet).....dut.	512,796	41,876	58,928	9,906
Lumber—				
Boards, planks, deals, and other sawed lumber (M feet, durable) imported from—				
British North America.....	494,097	5,992,792	548,316	7,410,522
Other countries.....	1,284	19,765	377	29,346
Total.....	495,381	6,012,557	548,693	7,439,868
Shingles (M).....dut.	441,170	825,599	604,013	1,142,748
Other lumber.....dut.		1,180,490		1,208,999
All other unmanufactured.....free.....		2,584,422		2,883,427
Do.....dut.		4,962		6,517
Total unmanufactured.....		14,190,007		16,584,760

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Wood, and manufactures of—Continued: Manufactures of (durable)— Cabinet ware or house furniture.....		\$432,929		\$592,350
Wood pulp (tons), imported from—				
Germany.....	5,281	243,374	2,515	139,144
Other Europe.....	16,068	711,615	6,999	301,478
British North America.....	46,125	1,228,394	36,055	1,016,868
Total.....	67,394	2,183,383	44,569	1,457,490
All other.....		1,864,049		1,882,434
Total manufactures of.....		4,480,361		3,362,274
Total wood.....		18,670,368		20,467,024
Wool, hair of the camel, goat, alpaca, and other like animals, and manufactures of: Unmanufactured (pounds, dutiable)— Class 1—Clothing, imported from—				
United Kingdom.....	13,866,895	2,835,417	14,597,378	2,205,631
France.....	78,089	10,887	140,204	19,332
South America.....	11,837,888	2,254,716	15,328,292	1,425,561
Asia and Oceania.....	10,970,588	2,951,830	10,229,945	1,789,058
Other countries.....	488,673	151,282	853,587	102,378
Total.....	37,282,073	8,204,132	41,149,406	5,641,950
Class 2—Combing, imported from—				
United Kingdom.....	7,969,764	1,568,779	2,604,110	498,684
Other Europe.....	889,075	130,725	216,920	70,386
British North America.....	1,682,384	342,544	1,248,475	216,483
South America.....	224,104	52,607	369,568	46,233
Asia and Oceania.....	25,840	7,102	26,156	11,004
Other countries.....	250,241	34,500	12	4
Total.....	10,461,408	2,131,257	4,465,243	842,794
Class 3—Carpet, imported from—				
United Kingdom.....	22,588,464	2,437,576	23,302,370	2,417,271
France.....	2,419,443	244,280	1,635,938	184,378
Germany.....	2,369,463	244,355	2,064,356	220,468
Other Europe.....	18,823,884	1,755,884	14,258,156	1,456,850
South America.....	10,891,286	905,296	9,715,858	627,579
Chinese Empire.....	18,336,507	1,850,764	8,573,975	689,108
Other Asia and Oceania.....	8,165,339	884,486	5,721,324	573,475
Other countries.....	463,105	48,212	766,869	85,136
Total.....	84,007,581	7,870,854	66,133,841	6,263,835
Total unmanufactured.....	131,751,012	18,205,743	111,748,490	12,648,609
Manufactures of (durable)— Carpets and carpeting (square yards), imported from—				
United Kingdom.....	256,562	576,757	217,088	504,861
Other Europe.....	436,067	1,506,918	418,300	1,668,318
Japan.....	1,173	1,255	282	211
Other Asia and Oceania.....	142,013	407,999	164,239	498,350
Other countries.....	2,118	9,088	2,575	10,078
Total.....	837,928	2,502,018	802,379	2,676,818
Clothing, ready-made, and other wear- ing apparel, except shawls and knit fabrics.....		1,083,988		1,125,830
Cloths (pounds), imported from—				
United Kingdom.....	2,848,520	3,058,168	2,580,808	2,620,760
Austria-Hungary.....	62,229	58,023	73,073	67,812
Belgium.....	128,900	129,059	15,551	14,468
France.....	192,688	247,868	177,601	205,041
Germany.....	991,121	996,186	920,976	884,092
Other Europe.....	4,174	3,936	2,998	3,054
Other countries.....	11,172	10,947	10,825	10,412
Total.....	4,233,754	4,504,231	3,731,602	3,805,624

Imports of merchandise—Continued.

Articles and countries.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Wool, hair of the camel, goat, alpaca, and other like animals, and manufactures of—Continued.				
Manufactures of (dutiable)—Continued.				
Dress goods, women's and children's (square yards), imported from—				
United Kingdom.....	11,757,766	\$2,066,217	11,214,878	\$1,910,045
France.....	7,126,287	1,978,697	9,438,566	2,168,476
Germany.....	4,389,362	1,244,600	4,722,116	1,076,370
Other Europe.....	148,654	81,082	76,284	17,242
Other countries.....	383	228	8,060	1,612
Total.....	23,372,482	5,362,769	26,467,884	5,171,745
Knit fabrics.....		488,566		508,488
Mungo, flock, shoddy, noils, wool extracts, rags, and waste (pounds).....	540,808	130,015	365,988	88,610
Shawls.....		87,817		54,282
Yarns (pounds).....	195,656	138,568	224,017	138,917
All other.....		611,997		528,586
Total manufactures.....		14,744,484		14,098,846
Zinc or spelter and manufactures of (dutiable):				
In blocks or pigs, and old (pounds).....	1,880,486	80,883	737,480	29,180
Manufactures of.....		82,782		37,467
Total.....		122,115		66,647
All other articles.....free.....		6,890,094		9,950,482
Do.....dut.....		5,966,028		5,968,890
Total value of merchandise free of duty.....		318,148,092		345,491,448
Total value of merchandise dutiable.....		447,809,415		454,984,798
Total value of imports of merchandise.....		760,452,507		800,426,281
Imported direct from foreign countries.....		708,926,184		744,722,445
Imported through exterior ports, without appraisement.....		51,526,373		55,708,786
Entered for immediate consumption.....		687,710,040		679,474,061
Entered for warehouse.....		122,742,467		120,952,170
Brought in—				
Cars and other land vehicles.....		37,544,063		49,802,123
American steam vessels.....		71,951,997		75,448,479
Foreign steam vessels:				
Belgian.....		21,608,276		21,980,212
British.....		359,690,446		388,293,794
Dutch.....		28,471,825		27,806,658
French.....		52,989,397		51,029,315
German.....		94,428,449		91,167,087
Italian.....		2,029,372		6,790,860
Norwegian.....		28,477,594		28,408,808
All other.....		25,096,471		31,321,717
Total foreign steam.....		607,826,830		646,742,891
American sailing vessels.....		17,495,777		18,888,527
Foreign sailing vessels:				
Belgian.....		1,048		
British.....		18,506,926		11,797,325
Dutch.....		645,746		1,631
French.....		371,580		240,359
German.....		1,698,829		1,015,928
Italian.....		1,482,668		1,067,924
Norwegian.....		1,371,467		798,699
All other.....		1,567,061		137,845
Total foreign sailing.....		26,634,340		15,044,711

Exports of domestic merchandise.

[NOTE.—The commerce between the United States and Hawaii and Porto Rico, respectively, is not included in the statements of the foreign trade of the United States after June 30, 1900, but after this date the trade of Hawaii and, after July 1, 1901, of Porto Rico with foreign countries is included in the statement of the foreign commerce of the United States. Shipments between the United States and Hawaii and Porto Rico are shown separately in this report.]

[Abbreviations: n. e. s., not elsewhere specified.]

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Agricultural implements:				
Mowers and reapers, and parts of		\$10,687,892		\$9,000,281
Plows and cultivators, and parts of		1,952,806		1,696,729
All other, and parts of		2,808,986		4,797,588
Total.....		15,449,683		16,094,598
Exported to—				
United Kingdom		1,874,078		1,780,945
France		2,940,080		2,016,857
Germany		2,928,507		2,511,524
Other Europe		2,878,879		8,759,119
British North America		1,697,906		2,800,915
Central American States and British Honduras				
Mexico		10,821		17,884
Santo Domingo		521,759		167,467
Cuba		1,684		2,174
Porto Rico		155,398		74,239
Other West Indies and Bermuda		8,412		9,063
Argentina		7,720		1,676,317
Brazil		1,295,006		14,227
Colombia		24,688		474
Other South America		1,720		207,417
British East Indies		284,908		5,381
British Australasia		4,812		709,407
Hawaii		1,009,562		3,452
Philippine Islands		7,161		178,108
Other Asia and Oceania		8,839		260,680
Africa		89,818		
		211,087		
Total agricultural implements		15,449,683		16,094,598
Aluminum, and manufactures of		251,961		178,448
Animals:				
Cattle (number), exported to—				
United Kingdom	301,324	23,304,843	338,989	81,477,855
Other Europe	845	31,050	230	23,000
British North America	8,797	496,682	17,201	826,224
Central American States and British Honduras				
Mexico	13	1,668	236	11,821
West Indies and Bermuda	2,982	129,755	2,800	156,910
South America	70,955	1,553,120	68,803	1,884,422
Asia and Oceania	625	42,874	225	20,052
Other countries	47	2,805	47	2,785
				5,810
Total.....	385,088	30,562,797	423,030	83,907,879
Hogs (number), exported to—				
British North America	1,577	14,118	2,088	14,109
Mexico	2,085	24,490	2,619	33,121
West Indies and Bermuda	27,266	249,202	9,911	105,788
South America	8	90	35	890
Asia and Oceania	1,478	9,365	4	200
Other countries	32	468	39	297
Total.....	32,441	297,733	14,646	154,405
Horses (number), exported to—				
United Kingdom	27,660	4,176,187	17,779	2,550,670
France	10	17,575		83,121
Germany	2,574	400,765	501	78,350
Other Europe	2,330	234,250	625	68,900
British North America	9,859	856,593	18,742	1,046,329
Central American States and British Honduras				
Mexico	72	10,250	67	11,520
West Indies and Bermuda	933	91,970	2,480	104,315
South America	4,744	283,304	3,710	236,021
	10	1,825	85	9,850

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Animals—Continued.				
Horses (number), exported to—				
Hawaii.....	264	\$29,790		
Philippine Islands.....	1,970	154,540		
Other Asia and Oceania.....	3,856	849,150	81	\$22,450
Africa.....	19,654	1,880,867	52,882	5,022,395
Total.....	73,486	8,491,516	91,802	9,145,800
Mules (number).....	46,188	4,864,804	28,602	2,111,834
Sheep (number), exported to—				
United Kingdom.....	81,806	618,019	244,326	1,858,080
Other Europe.....			640	5,120
British North America.....	40,292	92,771	79,547	269,159
Mexico.....	3,490	13,308	1,467	13,915
West Indies and Bermuda.....	3,969	82,280	4,717	31,985
South America.....	954	9,776	815	7,202
Other countries.....	165	13,484	212	17,759
Total.....	130,175	779,613	331,724	2,198,120
All other, including fowls.....		280,717		212,791
Total animals.....		44,727,180		47,724,829
Art works: Painting and statuary.....		240,852		312,996
Bark, and extract of, for tanning.....		307,982		334,625
Beeswax (pounds).....	182,114	51,138	181,619	36,927
Blacking:				
Stove polish.....		350,967		236,542
All other.....		399,388		455,311
Bones, hoofs, horns, and horn tips, strips, and waste.....		196,268		185,555
Books, maps, engravings, etchings, and other printed matter, exported to—				
United Kingdom.....		709,044		898,410
France.....		111,878		66,172
Germany.....		128,441		184,887
Other Europe.....		75,586		80,185
British North America.....		1,050,800		1,116,091
Central American States and British Honduras.....		87,687		17,506
Mexico.....		99,371		110,619
Santo Domingo.....		5,856		1,769
Cuba.....		77,178		99,401
Porto Rico.....		7,520		
Other West Indies and Bermuda.....		22,994		24,414
Argentina.....		50,345		33,525
Brazil.....		55,658		54,159
Colombia.....		84,767		27,509
Other South America.....		77,926		77,378
Chinese Empire.....		28,310		31,678
British East Indies.....		20,717		29,988
Japan.....		58,711		31,502
British Australasia.....		168,590		246,571
Hawaii.....		12,665		
Philippine Islands.....		19,246		56,272
Other Asia and Oceania.....		28,929		22,440
Africa.....		50,187		84,135
Other countries.....		20		114
Total.....		2,968,865		3,294,725
Brass, and manufactures of.....		1,930,818		1,916,073
Breadstuffs:				
Barley.....bush..	12,092,898	5,623,675	7,520,282	3,882,729
Bread and biscuit.....lbs..	14,440,814	730,198	11,014,776	543,774
Buckwheat.....bush..	424,780	253,108	512,189	314,755
Corn (bushels), exported to—				
United Kingdom.....	72,084,718	31,991,372	45,710,347	22,500,608
France.....	4,682,172	1,946,315	2,898,279	1,279,908
Germany.....	34,908,949	15,528,889	20,988,672	10,124,872
Other Europe.....	40,744,955	17,941,055	21,540,980	10,818,777
British North America.....	12,489,325	5,167,864	5,733,826	2,815,787
Central American States and British Honduras.....	60,258	28,685	95,970	57,757

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Breadstuffs—Continued.				
Corn (bushels), exported to—Continued.				
Mexico	721,908	\$851,054	1,629,150	\$934,468
Santo Domingo	660	838	861	162
Cuba	1,218,128	588,001	1,860,511	792,948
Porto Rico	16,943	8,405		
Other West Indies and Bermuda	696,247	849,088	612,796	847,569
South America	82,162	16,751	144,237	90,881
Hawaii	19,118	12,301		
Other Asia and Oceania	181,068	83,831	7	7
Africa	1,182,928	556,546	456,849	285,467
Other countries	6,488	2,640	4,645	2,778
Total	168,968,927	74,578,585	101,126,630	49,501,874
Corn meal				
bbls.	748,208	1,787,224	649,310	1,594,797
Oats				
bush.	29,917,220	9,136,917	26,044,640	8,720,806
Oatmeal				
lbs.	72,281,068	1,790,821	66,810,461	1,677,113
Rye				
bush.	1,942,254	1,157,118	2,511,544	1,408,801
Rye flour				
bbls.	8,278	11,570	2,014	6,718
Wheat (bushels), exported to—				
United Kingdom	59,850,526	42,006,608	80,362,585	57,588,278
France	807,448	616,170	8,562,811	2,662,810
Germany	5,478,580	3,929,492	20,470,598	15,280,824
Other Europe	16,151,756	11,596,223	49,828,181	37,226,717
British North America	6,287,440	3,824,161	7,967,471	6,844,866
Central American States and British Honduras	27,690	23,614	82,747	29,386
Mexico	1,717	1,896	424,741	829,586
West Indies and Bermuda	1,166	1,114	702	648
South America	871,182	561,825	1,455,172	907,918
Hawaii	9,089	6,106		
Other Asia and Oceania	299,115	169,858	885,191	192,331
Africa	966,424	666,287	4,490,188	2,706,380
Total	88,191,862	68,370,848	168,898,751	122,774,182
Wheat flour (barrels), exported to—				
United Kingdom	9,284,820	84,666,212	9,596,922	86,808,917
France	11,866	64,418	6,445	21,759
Germany	681,596	2,500,238	564,508	2,198,997
Other Europe	1,506,821	5,812,862	2,118,208	8,043,016
British North America	182,262	614,218	169,566	684,084
Central American States and British Honduras	228,901	815,084	254,498	857,590
Mexico	35,628	129,748	47,298	176,892
Santo Domingo	48,888	181,178	41,101	165,700
Cuba	497,780	1,845,468	538,929	1,909,686
Porto Rico	147,406	511,190		
Other West Indies and Bermuda	789,555	2,968,026	751,810	2,758,770
Brazil	668,288	2,701,287	585,771	2,816,567
Colombia	55,508	208,288	56,780	211,277
Other South America	898,087	1,846,112	619,192	2,039,908
Chinese Empire	111,021	821,404	90,886	261,365
British East Indies	1,715	6,049	1,744	4,727
Hongkong	1,471,490	4,364,281	1,276,575	3,785,038
Japan	480,682	1,382,661	362,694	1,006,376
British Australasia	6,947	25,900	1,208	5,889
Hawaii	66,082	226,877		
Philippine Islands	4,014	12,463	10,748	38,392
Other Asia and Oceania	284,741	704,017	282,276	807,551
Africa	199,000	748,445	857,579	1,239,744
Other countries	10,141	38,100	10,888	41,030
Total	17,006,784	62,163,916	17,719,061	65,821,219
Preparations of, for table food				
All other, for animal feed—		2,127,656		2,515,640
Bran, middlings, and mill feed	100,964	1,647,440	60,652	1,188,779
Dried grains and malt sprouts*	26,542	458,076	60,096	1,001,195
Other		842,845		484,846
Total breadstuffs		226,624,992		260,381,580

* Included in "Other" prior to July, 1900.

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Bricks:				
Building.....M.	11,897	\$125,437	8,804	\$72,666
Fire.....		589,239		426,402
Total.....		664,676		499,068
Broom corn.....		190,670		256,496
Brooms and brushes.....		219,882		248,989
Candles.....lbs..	1,879,027	191,848	2,527,589	235,801
Carriages, cars, other vehicles, and parts of:				
Cycles, and parts of, exported to—				
United Kingdom.....		424,513		482,748
France.....		178,631		192,746
Germany.....		882,927		202,984
Other Europe.....		631,697		496,075
British North America.....		868,982		287,097
Central American States and British Honduras.....		2,439		5,554
Mexico.....		14,028		20,616
Santo Domingo.....		312		882
Cuba.....		66,886		12,798
Porto Rico.....		1,461		
Other West Indies and Bermuda.....		46,492		46,518
Argentina.....		71,815		7,912
Brazil.....		18,272		5,970
Colombia.....		3,504		712
Other South America.....		38,420		27,407
Chinese Empire.....		20,108		58,977
British East Indies.....		57,443		60,980
Hongkong.....		8,820		3,685
Japan.....		228,085		201,615
British Australasia.....		202,168		178,194
Hawaii.....		32,478		
Philippine Islands.....		65,394		29,852
Other Asia and Oceania.....		26,042		22,088
Africa.....		66,427		88,791
Other countries.....		417		282
Total.....		2,900,700		2,418,878
Automobiles, and parts of*.....				301,920
Cars, passenger and freight, and parts of—				
For steam railways.....		3,179,043		3,520,718
For other railways.....		1,119,523		1,210,668
All other carriages, and parts of.....		2,566,461		2,488,648
Total, except cycles.....		6,865,027		7,521,944
Exported to—				
United Kingdom.....		1,296,860		1,409,829
France.....		687,366		64,917
Germany.....		252,087		126,779
Other Europe.....		188,281		809,344
British North America.....		697,888		972,254
Central American States and British Honduras.....		47,780		98,857
Mexico.....		1,372,108		869,068
Santo Domingo.....		42,737		27,174
Cuba.....		398,599		895,450
Porto Rico.....		15,798		
Other West Indies and Bermuda.....		75,184		109,191
Argentina.....		430,198		188,476
Brazil.....		64,241		77,220
Colombia.....		12,488		16,928
Other South America.....		77,723		468,731
Chinese Empire.....		6,283		9,180
British East Indies.....		25,040		83,307
Japan.....		32,084		6,184
British Australasia.....		551,945		1,266,586
Hawaii.....		80,696		
Philippine Islands.....		13,328		187,107
Other Asia and Oceania.....		15,739		26,788
Africa.....		521,284		420,089
Other countries.....		35		
Total.....		6,865,027		7,521,944
Total carriages, cars, etc.....		9,756,727		9,940,822

* Included in "All other carriages, etc.," prior to July, 1901.

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Celluloid, and manufactures of		\$182, 845		\$178, 076
Cement.....bbls..	82, 629	185, 748	349, 830	632, 147
Chemicals, drugs, dyes, and medicines:				
Acids.....		148, 979		175, 832
Ashes, pot and pearl.....	688, 002	35, 648	986, 237	49, 828
Baking powder ^a	289, 810	104, 808	824, 653	287, 459
Copper, sulphate of.....	42, 371, 705	2, 002, 296	47, 343, 391	2, 236, 632
Dyes and dyestuffs.....		442, 104		391, 322
Ginseng.....lbs.	90, 422	495, 664	143, 501	746, 245
Lime, acetate of.....lbs.	49, 496, 160	865, 098	54, 273, 080	953, 643
Medicines, patent or proprietary.....		3, 013, 758		3, 023, 943
Roots, herbs, and barks, n. e. s.....		232, 466		289, 796
Washing powders ^b.....lbs.			1, 931, 215	129, 207
All other.....		5, 237, 464		4, 839, 353
Total.....		12, 578, 275		13, 127, 760
Cider.....galls..	472, 815	61, 755	325, 167	45, 482
Clocks and watches:				
Clocks, and parts of.....		1, 061, 895		1, 154, 695
Watches, and parts of.....		309, 499		383, 352
Total.....		1, 391, 394		2, 143, 047
Exported to—				
United Kingdom.....		482, 217		591, 204
France.....		1, 894		4, 039
Germany.....		19, 404		24, 196
Other Europe.....		86, 866		38, 281
British North America.....		471, 382		489, 064
Central American States and British Honduras.....		4, 709		5, 162
Mexico.....		21, 900		37, 049
West Indies and Bermuda.....		31, 692		29, 815
Argentina.....		22, 333		23, 190
Brazil.....		57, 799		42, 906
Other South America.....		110, 614		125, 255
Chinese Empire.....		44, 330		12, 789
British East Indies.....		70, 413		94, 414
Japan.....		191, 394		145, 852
British Australasia.....		222, 347		296, 993
Hawaii.....		7, 408		
Philippine Islands.....		11, 052		28, 656
Other Asia and Oceania.....		24, 016		24, 574
Africa.....		58, 463		129, 513
Other countries.....		61		95
Total clocks and watches.....		1, 391, 394		2, 143, 047
Coal and coke (tons):				
Coal—				
Anthracite.....	1, 496, 327	6, 359, 661	1, 889, 430	8, 450, 346
Bituminous.....	5, 649, 712	13, 109, 989	5, 043, 221	12, 213, 492
Total.....	7, 145, 039	19, 469, 650	6, 932, 659	20, 663, 838
Exported to—				
United Kingdom.....	4, 886	13, 272	568	1, 872
France.....	161, 071	427, 042	217, 024	623, 871
Germany.....	10, 752	30, 806	39, 399	132, 775
Other Europe.....	420, 271	1, 071, 975	302, 142	878, 769
British North America.....	4, 855, 888	13, 440, 696	4, 794, 731	14, 799, 109
Central American States and British Honduras.....		84, 748	12, 960	51, 379
Mexico.....	618, 492	1, 772, 521	520, 558	1, 891, 406
Santo Domingo.....	5, 140	19, 180	4, 419	17, 412
Cuba.....	850, 074	858, 332	386, 885	905, 026
Porto Rico.....	15, 313	38, 773		
Other West Indies and Bermuda.....	309, 462	741, 059	323, 027	848, 904
Brazil.....	71, 431	181, 314	109, 695	230, 530
Colombia.....	18, 994	47, 003	34, 567	86, 636
Other South America.....	101, 533	262, 946	111, 713	306, 253
Hawaii.....	21, 001	66, 759		
Philippine Islands.....	67, 067	158, 334	62, 333	158, 870
Other Asia and Oceania.....	20, 823	55, 665	28, 031	65, 252
Other countries.....	89, 784	249, 175	36, 437	105, 774
Total coal.....	7, 145, 039	19, 469, 650	6, 932, 659	20, 663, 838

^a Included in "All other" prior to July, 1900.^b Included in "All other" prior to July, 1901.

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1990.		1901.	
	Quantities.	Values.	Quantities.	Values.
Coal and coke (tons)—Continued.				
Coke	844,069	\$1,205,521	860,744	\$1,460,324
Cocoa, ground or prepared, and chocolate ..		306,578		199,664
Coffee:				
Raw or green	187,580	80,871	7,981,468	967,882
Roasted or prepared			114,980	27,047
Copper, and manufactures of:				
Ore (tons) exported to—				
United Kingdom	5,800	781,149	11,918	1,843,956
Germany	800	84,584	25	8,500
Mexico	8,242	426,251	3,459	387,622
Other countries	128	12,686	226	18,547
Total	8,965	1,204,919	15,628	2,248,627
Ingots, bars, plates and old (pounds), exported to—				
United Kingdom	59,012,398	9,691,391	31,804,888	5,189,208
France	62,984,693	10,399,906	32,010,498	5,295,287
Germany	64,988,455	10,656,419	82,615,977	5,299,905
Other Europe	129,638,710	21,139,442	75,816,483	12,446,366
British North America	1,433,993	248,002	1,584,539	281,110
Mexico	292,176	49,141	177,965	29,949
Other countries	7,826	1,148	425,634	78,208
Total	318,308,251	52,083,449	174,185,419	28,554,028
All other manufactures of		2,101,196		1,726,520
Total copper, etc., not including ore ..		54,184,645		80,279,548
Cork, manufactures of		88,761		23,054
Cotton, and manufactures of:				
Unmanufactured—				
Sea-Island	bales.. 27,799	1,996,981	{ 81,415	{ 2,291,960
	lbs.. 10,836,713		{ 12,898,967	
Upland and other	bales.. 5,780,799	268,090,867	{ 5,891,589	
	lbs.. 2,981,065,515		{ 8,011,014,280	
Total	bales.. 5,788,598	270,087,298	{ 5,923,004	{ 257,862,852
	lbs.. 2,941,969,228		{ 8,028,396,287	
Exported to—				
United Kingdom	bales.. 2,523,607	119,965,840	{ 2,588,798	{ 112,426,111
	lbs.. 1,239,699,499		{ 1,325,047,401	
France	bales.. 553,682	25,911,020	{ 597,856	{ 30,483,308
	lbs.. 285,086,586		{ 861,897,612	
Germany	bales.. 1,433,483	68,922,916	{ 1,611,199	{ 64,806,186
	lbs.. 748,967,012		{ 766,198,879	
Other Europe	bales.. 812,461	41,848,845	{ 810,513	{ 39,216,687
	lbs.. 456,506,887		{ 459,199,006	
British North America	bales.. 78,045	3,513,451	{ 89,465	{ 4,198,422
	lbs.. 39,100,516		{ 45,008,880	
Mexico	bales.. 24,960	1,245,526	{ 16,969	{ 870,469
	lbs.. 12,858,015		{ 8,808,669	
South America	bales.. 179	6,607		{ 5,855,679
	lbs.. 86,661			
Japan	bales.. 265,741	8,861,280	{ 106,906	{ 35,005
	lbs.. 106,187,461		{ 56,507,088	
Other Asia and Oceania	bales.. 6,451	315,809	{ 526	{ 20,991
	lbs.. 3,456,446		{ 400,596	
Other countries	bales.. 19	1,025	{ 468	{ 875,559
	lbs.. 8,196		{ 245,451	
Total	bales.. 5,788,598	270,087,298	{ 5,923,004	{ 257,862,852
	lbs.. 2,941,969,228		{ 8,028,396,287	
Waste	lbs.. 29,908,665	1,563,220	20,581,497	
Manufactures of—				
Cloths (yards)—				
Colored	79,285,157	4,686,891	118,976,728	6,449,207
Uncolored	165,800,170	8,976,762	219,713,945	11,525,897
Total	245,085,327	13,618,158	338,690,673	17,975,104

*Includes "coffee" prior to July 1, 1901, except coffee from Hawaii.

^bIncluded with "cocoa," etc., prior to July, 1901.

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Cotton, and manufactures of—Continued.				
Manufactures of—Continued.				
Cloths (yards)—Continued.				
Exported to—				
United Kingdom.....	5,508,861	\$479,653	9,107,825	\$689,151
France.....	20,870	2,291	10,506	945
Germany.....	175,290	22,090	573,726	41,560
Other Europe.....	1,083,646	82,555	2,124,782	140,141
British North America.....	7,610,525	437,501	7,698,128	460,308
Central American States and				
British Honduras.....	13,598,176	718,737	11,073,280	585,097
Mexico.....	4,767,478	335,944	3,569,525	227,124
Santo Domingo.....	3,031,315	192,700	4,618,659	261,611
Cuba.....	2,611,123	204,088	4,237,093	264,041
Porto Rico.....	3,552,886	191,422		
Other West Indies and Bermuda.	20,364,796	1,225,424	16,241,874	944,982
Argentina.....	1,450,741	96,890	1,531,495	95,826
Brazil.....	4,069,417	284,047	4,806,752	313,188
Colombia.....	4,240,382	236,077	20,148,887	987,933
Other South America.....	28,935,313	1,560,920	23,130,969	1,216,343
Chinese Empire.....	101,332,364	5,183,221	180,458,023	9,227,027
British East Indies.....	11,183,787	607,958	6,465,125	357,244
Hongkong.....	276,452	32,516	511,496	48,777
Japan.....	318,028	38,621	650,024	49,891
British Australasia.....	2,962,142	304,400	3,535,993	332,640
Hawaii.....	1,594,737	88,368		
Philippine Islands.....	844,139	48,519	886,008	52,741
Other Asia and Oceania.....	21,042,698	964,302	30,351,116	1,382,267
Africa.....	4,453,076	252,573	6,941,337	344,337
Other countries.....	37,191	2,386	29,551	1,980
Total cloths.....	245,065,327	13,613,153	338,695,673	17,975,104
Other manufactures of—				
Wearing apparel.....		1,490,081		1,614,047
Waste, cop and mill.....lbs..	18,783,266	935,669	16,019,578	823,861
All other.....		3,397,322		3,229,055
Total.....		5,823,072		5,666,968
Exported to—				
United Kingdom.....		963,532		905,848
France.....		25,558		30,612
Germany.....		497,376		482,629
Other Europe.....		180,832		176,125
British North America.....		2,111,393		1,942,377
Central American States and				
British Honduras.....		380,149		466,969
Mexico.....		491,709		423,628
Santo Domingo.....		48,888		20,561
Cuba.....		111,804		152,194
Porto Rico.....		12,666		
Other West Indies and Bermuda.		110,375		134,444
Argentina.....		12,921		111,581
Brazil.....		40,949		32,425
Colombia.....		37,657		45,841
Other South America.....		70,165		77,325
Chinese Empire.....		31,907		123,127
British East Indies.....		4,631		5,646
Hongkong.....		9,184		13,821
British Australasia.....		318,707		
Hawaii.....		211,356		301,572
Philippine Islands.....		8,137		37,153
Other Asia and Oceania.....		99,538		30,597
Africa.....		34,343		84,920
Other countries.....		9,301		7,573
Total other manufactures.....		5,823,072		5,666,968
Total manufactures of.....		19,436,225		23,642,067
Earthen, stone, and china ware:				
Earthen and stone ware.....		452,883		427,149
China ware.....		64,896		45,246
Total.....		517,778		472,395
Eggs.....doz.....	5,673,786	941,715	3,020,058	523,902
Feathers.....		284,506		802,567

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Fertilizers (tons):				
Phosphates, crude.....	575,281	\$4,855,142	606,161	\$5,580,576
All other.....	22,684	496,880	12,380	297,585
Total.....	597,965	5,352,022	708,491	5,887,111
Exported to—				
United Kingdom.....	79,123	608,358	99,660	784,444
France.....	59,287	874,644	91,788	469,369
Germany.....	206,588	2,039,468	207,821	1,971,661
Other Europe.....	219,814	1,778,811	274,508	2,804,389
British North America.....	7,070	156,708	12,176	217,068
Central American States and British Honduras.....	14	208	1	20
Mexico.....	2	60	14	554
West Indies and Bermuda.....	6,854	118,836	3,019	71,725
South America.....	1	80	1	59
Hawaii.....	3,978	181,108	.....	.....
Other Asia and Oceania.....	15,091	147,247	19,885	114,288
Other countries.....	148	2,559	178	8,514
Total fertilizers.....	597,965	5,352,022	708,491	5,887,111
Fibers, vegetable, and textile grasses, manufactures of:				
Bags.....	.....	891,519	.....	422,622
Cordage..... lbs.....	8,136,064	828,124	7,828,208	782,689
Twine.....	.....	2,550,926	.....	2,716,284
All other.....	.....	429,698	.....	871,597
Total.....	.....	4,196,267	.....	4,248,148
Fish:				
Fresh, other than salmon..... lbs.....	1,808,279	57,864	1,085,218	44,726
Dried, smoked, or cured (pounds)—				
Cod, haddock, hake, and pollock.....	8,241,412	842,676	6,808,671	285,809
Herring.....	8,842,968	84,541	2,184,518	66,579
All other.....	592,211	86,828	269,746	13,861
Pickled (barrels)—				
Mackerel.....	1,225	14,409	1,572	17,010
All other.....	17,808	86,578	14,418	72,746
Salmon—				
Canned..... lbs.....	38,212,768	3,398,864	35,570,316	3,064,694
Other, fresh or cured.....	.....	454,425	.....	540,562
Canned fish, other than salmon and shellfish.....	.....	164,882	.....	164,348
Caviare.....	.....	180,265	.....	78,612
Shellfish—				
Oysters.....	.....	667,776	.....	689,126
All other.....	.....	380,587	.....	284,988
All other fish and fish products.....	.....	24,271	.....	62,727
Total.....	.....	5,796,906	.....	5,405,718
Fruits and nuts:				
Apples, dried..... lbs.....	29,559,011	1,787,111	11,523,804	682,290
Apples, green or ripe..... bbls.....	566,518	1,409,296	498,289	1,355,881
Apricots, dried..... lbs.....	.....	.....	1,840,294	116,555
Oranges.....	.....	266,721	.....	414,858
Prunes..... lbs.....	15,549,068	999,812	18,067,640	800,145
Raisins..... lbs.....	8,182,776	192,154	1,487,920	98,379
All other, green, ripe, or dried.....	.....	2,440,870	.....	1,902,400
Fruits, preserved—				
Canned.....	.....	2,458,442	.....	1,415,743
All other.....	.....	57,006	.....	56,766
Nuts.....	.....	161,914	.....	286,427
Total.....	.....	9,687,826	.....	7,074,389
Exported to—				
United Kingdom.....	.....	8,567,222	.....	2,359,728
France.....	.....	370,478	.....	116,282
Germany.....	.....	1,877,479	.....	878,866
Other Europe.....	.....	1,516,818	.....	1,062,409
British North America.....	.....	1,312,765	.....	1,585,876
Central American States and British Honduras.....	.....	.....	.....	.....
Mexico.....	.....	37,058	.....	83,860
Santo Domingo.....	.....	75,592	.....	121,360
Cuba.....	.....	2,521	.....	2,530
.....	.....	91,150	.....	78,468

* Included in "All other, green, ripe, or dried," prior to July, 1901.

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Fruits and nuts—Continued.				
Exported to—				
Porto Rico		\$7,599		
Other West Indies and Bermuda		45,251		\$51,945
Argentina		8,271		6,829
Brasil		13,075		8,025
Colombia		8,915		7,138
Other South America		33,309		35,945
Chinese Empire		65,845		56,635
British East Indies		35,017		37,982
Hongkong		38,252		35,359
British Australasia		281,651		223,582
Hawaii		41,830		
Philippine Islands		14,704		13,762
Other Asia and Oceania		90,335		88,544
Africa		156,686		283,658
Other countries		973		716
Total fruits and nuts.....		9,687,326		7,074,389
Furniture of metal		272,134		245,658
Furs and fur skins exported to—				
United Kingdom		3,165,752		2,506,119
France		160,688		102,725
Germany		755,463		571,278
Other Europe		13,606		81,206
British North America		529,050		610,822
Other countries		11,014		10,402
Total		4,635,568		3,832,552
Glass and glassware:				
Window glass		53,006		42,673
All other		1,807,933		1,875,825
Total.....		1,860,939		1,918,498
Glucose or grape sugar..... lbs.	206,218,685	3,342,788	160,883,967	2,476,131
Glue..... lbs.	2,197,314	209,365	2,579,810	248,482
Grease, grease scraps, and all soap stock		3,107,970		2,820,669
Gunpowder and other explosives:				
Gunpowder..... lbs.	1,267,545	180,323	1,433,917	200,479
All other explosives		1,460,350		1,585,470
Total.....		1,620,673		1,785,949
Hair, and manufactures of		680,400		557,547
Hay..... tons.	79,623	1,199,199	119,865	2,067,715
Hides and skins, other than furs (pounds), exported to—				
United Kingdom	153,744	16,092	170,123	17,256
France	94,140	13,976	158,621	19,027
Germany	4,298,702	865,318	4,118,559	810,022
Other Europe	252,984	40,040	860,045	92,087
British North America	4,894,684	519,351	3,308,241	861,127
Mexico	11,196	2,108	8,717	552
West Indies and Bermuda	19,609	3,722	17,373	4,590
Japan	6,900	852	64,691	6,870
Other Asia and Oceania	5,535	1,165	6,099	632
Other countries	2,056	181	4,475	675
Total.....	9,739,549	962,780	8,211,945	812,838
Honey		40,620		86,327
Hops (pounds), exported to—				
United Kingdom	10,635,513	1,546,352	4,963,670	819,280
Other Europe	65,769	7,694	1,496	255
British North America	603,696	78,670	462,816	61,306
Central American States and British Honduras	14,956	1,920	18,138	3,090
Mexico	6,528	928	7,674	1,349
Santo Domingo	2,458	69	471	80
Cuba	2,368	351	16,682	2,835
Porto Rico	2,208	258		
Other West Indies and Bermuda	7,917	808	5,642	825

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Hops (pounds), exported to—Continued.				
South America.....	12, 158	\$1, 607	16, 899	\$2, 987
British East Indies.....	74, 280	8, 985	87, 904	5, 284
British Australasia.....	396, 456	50, 473	406, 588	49, 369
Philippine Islands.....	6, 240	567	1, 760	822
Other Asia and Oceania.....	94, 689	9, 127	21, 321	8, 204
Other countries.....	16, 640	1, 682	56, 302	5, 894
Total.....	11, 938, 810	1, 709, 691	6, 041, 352	955, 990
India rubber, manufactures of:				
Belt, hose, and packing *.....		490, 896		547, 806
Boots and shoes..... pairs..	1, 133, 473	593, 664	2, 094, 501	840, 971
All other.....		1, 401, 907		1, 608, 047
Total.....		2, 476, 469		2, 991, 323
India rubber, scrap and old.....		481, 740		820, 870
Ink:				
Printers'.....		150, 441		154, 296
All other.....		101, 927		109, 043
Total.....		252, 368		263, 279
Instruments and apparatus for scientific purposes:^b				
Electrical appliances, including telegraph and telephone instruments.....		6, 099, 670		1, 526, 396
All other.....				4, 409, 699
Total.....		6, 099, 670		5, 986, 097
Exported to—				
United Kingdom.....		1, 379, 607		1, 499, 714
France.....		913, 751		175, 444
Germany.....		463, 812		823, 256
Other Europe.....		713, 642		598, 713
British North America.....		181, 896		425, 643
Central American States and British Honduras.....		60, 366		63, 641
Mexico.....		822, 414		943, 889
West Indies and Bermuda.....		808, 622		263, 358
Argentina.....		284, 306		155, 865
Brazil.....		204, 501		239, 358
Other South America.....		223, 358		198, 873
Chinese Empire.....		55, 823		22, 736
Japan.....		304, 890		390, 014
British Australasia.....		272, 344		529, 328
Hawaii.....		61, 822		
Philippine Islands.....		19, 604		42, 587
Other Asia and Oceania.....		215, 317		481, 506
Africa.....		119, 881		282, 587
Other countries.....		275		192
Total.....		6, 099, 670		5, 986, 097
Iron and steel, and manufactures of:				
Iron ore..... tons..	51, 893	154, 556	64, 558	162, 906
Pig iron..... tons..	257, 169	4, 258, 219	75, 810	1, 172, 379
Scrap and old, fit only for remanufacture, tons.....	47, 177	826, 212	13, 598	211, 463
Bar iron..... lbs..	22, 804, 379	436, 769	38, 392, 036	643, 063
Bars or rods of steel—				
Wire rods..... lbs..	21, 272, 890	462, 615	17, 134, 406	253, 424
All other..... lbs..	163, 619, 888	2, 694, 380	55, 173, 587	1, 042, 802
Billets, ingots, and blooms..... tons.....	94, 717	2, 600, 443	27, 286	677, 519
Hoop, band, and scroll..... lbs..	6, 313, 767	128, 832	2, 373, 155	51, 628
Balls for railways—				
Iron..... tons..	5, 319	117, 886	901	32, 357
Steel (tons) exported to—				
Europe.....	27, 456	879, 116	37, 630	995, 474
British North America.....	125, 296	3, 768, 148	62, 582	1, 690, 134
Central American States and British Honduras.....	1, 608	42, 280	5, 043	133, 628

* Included in "All other" prior to July, 1899. ^b "Electrical appliances" and "All other" embraced in one class prior to July, 1901.

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Iron and steel, and manufactures of—Cont'd.				
Rails for railways—Continued.				
Steel (tons) exported to—				
Mexico	88,517	\$1,008,309	45,246	\$1,271,754
West Indies and Bermuda	9,081	277,506	11,356	296,543
South America	19,885	667,870	52,476	1,828,927
Japan	44,464	1,562,084	17,364	526,746
Hawaii	6,971	222,022		
Other Asia and Oceania	57,578	1,504,515	54,221	1,534,414
Africa	16,267	506,718	16,364	415,692
Total	341,016	10,432,517	302,232	8,198,312
Sheets and plates (pounds)—				
Iron	19,214,286	562,634	14,366,729	414,321
Steel	84,349,112	1,362,719	50,474,450	894,667
Tin plates, terne plates, and taggers tin.	309,896	18,726	961,211	49,988
Structural iron and steel	68,696	3,401,010	49,089	2,701,342
Wire	159,265,489	4,241,100	177,675,097	4,376,259
Builders' hardware, and saws and tools—				
Locks, hinges, and other builders' hardware		5,549,091		4,726,292
Saws		284,836		297,823
Tools, n. e. s.		3,121,929		3,006,509
Total		8,955,856		8,030,624
Exported to—				
United Kingdom		1,902,266		1,819,823
France		374,383		267,158
Germany		899,942		711,005
Other Europe		1,068,901		851,999
British North America		800,154		850,393
Central American States and British Honduras				
Mexico		106,309		106,978
Santo Domingo		496,128		526,066
Cuba		18,678		23,562
Porto Rico		271,463		347,740
Other West Indies and Bermuda		19,715		
Argentina		85,129		94,281
Brasil		277,415		269,717
Colombia		206,021		111,663
Other South America		89,444		49,097
Chinese Empire		341,934		306,943
British East Indies		44,277		47,963
Japan		101,716		83,478
British Australasia		144,710		92,964
Hawaii		1,420,440		1,110,106
Philippine Islands		46,684		
Other Asia and Oceania		14,924		45,137
Africa		94,003		84,323
Other countries		189,335		227,064
Total builders' hardware, etc.		8,955,856		8,030,624
Car wheels	No.	21,689	24,677	174,106
Castings, n. e. s.		1,406,026		1,078,454
Cutlery—				
Table		52,158		32,402
All other		194,640		183,963
Firearms		1,331,838		779,795
Machinery, machines, and parts of—				
Cash registers		752,969	10,197	863,892
Electrical		4,967,308		5,264,162
Laundry machines		442,399		476,748
Metal-working		5,856,178		2,678,510
Printing presses, and parts of		1,137,279		681,460
Pumps and pumping machinery		2,572,579		1,337,388
Sewing machines, and parts of, exported to—				
United Kingdom		989,709		832,281
France		121,899		116,247
Germany		945,677		677,377
Other Europe		370,218		865,040

*Included in "All other machinery" prior to July, 1899, and number not stated prior to July, 1900.

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Iron and steel, and manufactures of—Cont'd.				
Machinery, machines, and parts of—Cont'd.				
Sewing machines, and parts of, exported to—				
British North America		\$161,388		\$196,778
Central American States and British Honduras		35,486		28,540
Mexico		331,321		311,769
Santo Domingo		6,518		8,480
Cuba		110,119		66,181
Porto Rico		2,068		.....
Other West Indies and Bermuda		25,630		28,606
Argentina		189,774		132,399
Brazil		102,843		35,024
Colombia		7,415		12,349
Other South America		162,800		192,041
Chinese Empire		7,238		10,974
British East Indies		14,501		8,033
Japan		19,711		24,267
British Australasia		505,086		396,372
Hawaii		27,222		.....
Philippine Islands		10		1,807
Other Asia and Oceania		26,475		21,396
Africa		9,980		19,371
Other countries		923		914
Total		4,178,965		3,472,676
Shoe machinery		962,045		961,292
Steam engines, and parts of—				
Fire	No. 13	24,625	8	17,685
Locomotive	No. 393	4,059,912	419	3,862,018
Stationary	No. 1,196	761,909	1,162	769,683
Boilers, and parts of engines		1,751,391		1,341,189
Typewriting machines, and parts of, exported to—				
United Kingdom		980,282		905,189
France		172,200		167,731
Germany		466,427		553,927
Other Europe		461,182		482,182
British North America		55,878		58,427
Central American States and British Honduras		3,688		5,148
Mexico		68,400		92,911
Santo Domingo		1,000		1,405
Cuba		88,761		85,000
Porto Rico		8,128		.....
Other West Indies and Bermuda		5,557		8,121
Argentina		29,067		17,265
Brazil		8,385		8,207
Colombia		1,062		2,786
Other South America		30,179		39,842
Chinese Empire		5,964		15,811
British East Indies		15,613		39,021
Japan		16,679		13,168
British Australasia		58,949		50,592
Philippine Islands		16,987		94,746
Other Asia and Oceania		14,242		12,823
Africa		26,518		98,450
Total		2,504,888		2,651,297
All other		21,884,195		17,069,489
Nails and spikes—				
Cut	lbs. 22,652,407	576,258	19,566,116	423,689
Wire	lbs. 57,487,046	1,467,330	38,333,457	815,489
All other, including tacks	lbs. 8,779,777	246,014	8,823,075	239,145
Pipes and fittings		5,526,100		4,594,200
Scales	No. 1,784	115,561	2,000	111,860
Scales and balances		492,311		477,986
Stoves, ranges, and parts of		512,400		574,244
All other manufacture of iron and steel		15,199,676		13,924,105
Total iron and steel, etc., not including ore		119,604,848		94,061,967

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Jewelry, and manufacture of gold and silver:				
Jewelry		\$992,021		\$977,427
Other manufactures of gold and silver		210,074		200,129
Total		1,202,095		1,177,556
Lamps, chandeliers, and all other devices for illuminating purposes.		946,029		865,001
Lead and manufactures of:				
Pig, bars, and old	787,748	34,908	4,782,448	218,342
Type	854,222	128,114	428,827	155,896
All other manufactures of		228,552		211,616
Total		386,569		580,358
Leather, and manufactures of:				
Sole leather (pounds) exported to—				
United Kingdom	28,949,114	4,416,819	28,461,577	5,027,196
Germany	213,646	46,694	29,865	5,637
Other Europe	8,269,417	668,889	8,275,320	668,351
British North America	678,467	134,582	602,663	120,851
West Indies and Bermuda	32,175	7,433	34,496	7,915
South America	87,877	20,213	20,632	5,204
Japan	1,466,514	364,120	754,919	191,002
British Australasia	148,145	85,968	272,806	78,400
Hawaii	102,506	28,681		
Philippine Islands	4,380	1,057	19,508	5,482
Other Asia and Oceania	102,962	24,384	151,647	40,477
Africa	407,789	85,443	218,340	46,772
Other countries	78,205	17,445	97,877	26,684
Total	80,526,176	5,846,727	83,939,043	6,213,941
Upper leather—				
Kid, glazed		1,479,769		1,856,672
Patent or enameled		96,463		61,541
Splits, buff, grain, and all other upper leather		10,695,341		10,762,955
All other leather		1,280,121		998,040
Total upper and all other		13,558,694		13,679,208
Exported to—				
United Kingdom		8,718,418		8,946,402
France		422,488		508,481
Germany		800,296		681,965
Other Europe		1,921,741		2,096,242
British North America		613,845		465,938
Central American States and British Honduras		32,862		22,112
Mexico		28,125		10,251
Santo Domingo		7,374		8,073
Cuba		37,964		72,807
Porto Rico		1,675		
Other West Indies and Bermuda		28,909		28,927
Argentina		91,768		69,856
Brazil		96,923		90,926
Colombia		8,889		6,161
Other South America		57,904		78,280
British Australasia		584,194		571,930
Philippine Islands		8,036		8,932
Other Asia and Oceania		79,848		21,722
Africa		23,636		49,959
Other countries		889		214
Total		13,558,694		13,679,208
Manufactures of—				
Boots and shoes, exported to—				
United Kingdom		992,850		1,738,987
France		79,189		116,933
Germany		180,704		189,749
Other Europe		58,001		70,214
British North America		876,007		457,685
Central American States and British Honduras		149,129		142,291
Mexico		820,011		519,600
West Indies and Bermuda		509,227		790,495

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Leather, and manufactures of—Continued.				
Manufactures of—Continued.				
Boots and shoes, exported to—				
Colombia		\$58,082		\$38,787
Other South America		54,852		109,250
British Australasia		1,182,958		1,164,107
Hawaii		102,648		
Philippine Islands		6,406		28,592
Other Asia and Oceania		88,890		43,088
Africa		117,891		172,849
Other countries		4,018		3,297
Total		4,120,248		5,580,874
Harness and saddles		446,670		808,369
All other		706,806		770,881
Total leather, and manufactures of		24,678,140		26,552,773
Lime	bbls.	59,554		88,646
Malt	bush.	282,179		231,368
Malt liquors:				
In bottles	doz.	1,543,480		1,186,677
In other coverings	galls.	511,988		66,149
Total		1,989,256		1,252,826
Marble and stone, and manufactures of:				
Unmanufactured		96,878		102,209
Manufactures of—				
Roofing slate		968,776		912,482
All other		554,548		568,064
Total		1,420,191		1,607,756
Matches		89,115		64,963
Musical instruments:				
Organs	No.	13,258		1,088,789
Pianofortes	No.	1,413		341,674
All other, and parts of		662,486		1,821,883
Total		1,815,997		3,197,196
Naval stores (barrels):				
Rosin		2,276,463		4,185,728
Tar		83,556		68,987
Turpentine and pitch		16,960		80,572
Total		2,326,879		4,285,287
Exported to (barrels)—				
United Kingdom	726,461	1,250,768	771,129	1,801,804
Germany	672,524	1,092,676	656,020	1,097,211
Other Europe	578,699	925,412	745,051	1,100,868
British North America	67,762	152,029	51,163	115,447
Central American States and British Honduras	4,940	11,209	3,463	9,109
Mexico	2,258	6,468	3,598	9,873
Santo Domingo	2,698	4,650	1,150	3,085
Cuba	5,894	12,439	10,754	21,458
Porto Rico	280	650		
Other West Indies and Bermuda	4,126	10,284	8,792	9,785
Argentina	45,848	87,799	59,036	120,529
Brazil	77,154	143,499	90,394	177,601
Colombia	4,251	9,689	5,250	12,260
Other South America	87,906	81,066	51,610	113,020
Chinese Empire	1,151	2,967	2,146	4,589
Japan	2,804	4,946	16,655	88,880
British Australasia	82,215	84,189	44,967	105,886
Other Asia and Oceania	59,046	88,720	29,108	47,280
Africa	1,918	4,140	1,651	3,886
Other countries	4	10	10	21
Total rosin, tar, etc		2,326,879		4,285,287

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Naval stores (barrels)—Continued.				
Turpentine, spirits of (gallons), exported to—				
United Kingdom.....	8,291,802	\$3,602,304	9,868,896	\$3,842,019
Germany.....	2,285,591	1,420,148	2,431,582	884,488
Other Europe.....	5,165,181	2,242,865	4,438,288	1,523,956
British North America.....	598,101	288,909	671,615	258,061
Central American States and British Honduras.....	13,512	7,595	12,722	6,290
Mexico.....	6,840	3,617	6,028	2,826
Santo Domingo.....	1,230	592	1,870	881
Cuba.....	88,886	40,961	107,152	41,279
Porto Rico.....	4,986	2,636	.....	.....
Other West Indies and Bermuda.....	18,682	9,712	22,140	9,664
Argentina.....	292,810	161,007	199,105	86,808
Brazil.....	165,878	86,014	111,660	49,342
Colombia.....	7,058	3,691	9,869	4,792
Other South America.....	181,184	95,512	151,243	66,419
Chinese Empire.....	10,060	5,469	25,602	10,817
Japan.....	9,000	5,230	37,276	16,908
British Australasia.....	380,631	201,041	525,398	235,468
Philippine Islands.....	5,800	2,968	8,250	3,762
Other Asia and Oceania.....	25,850	13,498	23,370	10,482
Africa.....	60,838	34,794	82,815	40,572
Other countries.....	158	70	104	48
Total.....	18,609,872	8,228,128	18,732,458	6,544,317
Total naval stores.....	.....	12,201,587	.....	10,829,604
Nickel, nickel oxide, and matte.....lbs..	5,408,212	1,264,330	5,541,701	1,429,829
Nursery stock.....	.....	102,585	.....	100,700
Oil cake and oil-cake meal (pounds):				
Cotton seed.....	938,515,156	9,735,528	1,087,529,270	11,022,671
Flaxseed or linseed.....	392,841,540	4,606,286	445,017,898	5,508,300
Total.....	1,326,356,696	14,341,814	1,482,547,168	16,530,971
Exported to—				
United Kingdom.....	350,798,407	3,763,191	348,449,776	3,889,989
France.....	44,901,650	494,143	44,925,092	543,119
Germany.....	405,167,952	4,234,189	358,702,967	3,798,071
Other Europe.....	510,123,029	5,637,136	715,973,851	8,102,699
British North America.....	4,400,909	51,782	3,708,813	43,752
West Indies and Bermuda.....	9,840,196	146,353	10,085,179	148,500
South America.....	881,148	4,317	292,078	4,664
Other countries.....	798,510	10,708	466,412	5,177
Total oil cake, etc.....	1,326,356,696	14,341,814	1,482,547,168	16,530,971
Oilcloths:				
For floors.....	.....	45,747	.....	82,534
All other.....	.....	92,648	.....	85,517
Total.....	.....	138,395	.....	168,051
Oils:				
Animal (gallons)—	.....	.....	.....	.....
Fish.....	969,085	269,741	1,238,550	350,557
Lard.....	620,394	325,490	584,661	330,656
Whale.....	57,005	23,444	12,549	8,031
All other.....	518,223	231,549	587,239	257,322
Total.....	2,164,707	850,224	2,322,999	946,565
Mineral, crude, including all natural oils, without regard to gravity (gallons), exported to—				
France.....	93,258,074	4,838,479	86,960,887	4,108,412
Other Europe.....	19,145,089	1,117,530	17,120,910	714,805
British North America.....	826,272	17,635	275	65
Mexico.....	8,255,436	459,396	7,368,883	377,566
Cuba.....	4,866,225	330,561	4,011,568	252,927
Porto Rico.....	111,463	10,186	.....	.....
Other countries.....	152	18	74,778	5,947
Total.....	125,957,761	6,771,805	115,527,286	5,459,712

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Oils—Continued.				
Mineral, refined or manufactured, not including residuum—				
Naphthas, including all lighter products of distillation.....galls.	17,725,250	\$1,604,269	19,518,785	\$1,583,550
Illuminating.....galls.	679,761,182	50,989,456	761,897,500	48,896,375
Lubricating and heavy paraffin oil.....galls.	65,679,962	9,184,552	68,871,502	9,308,162
Total.....	763,166,423	61,728,279	840,277,787	59,673,096
Exported to—				
United Kingdom.....	178,224,648	12,999,718	190,642,261	12,252,528
France.....	13,562,506	1,601,558	13,794,448	1,516,184
Germany.....	136,554,798	9,285,592	138,246,515	7,984,097
Other Europe.....	221,077,504	15,082,366	248,366,917	14,660,087
British North America.....	11,670,486	976,040	12,239,984	967,226
Central American States and British Honduras.....	1,048,164	145,179	1,054,619	137,042
Mexico.....	884,106	176,479	889,806	171,313
Santo Domingo.....	550,80	69,431	510,338	60,964
Cuba.....	646,228	100,359	1,543,494	207,003
Porto Rico.....	493,111	61,381		
Other West Indies and Bermuda.....	4,009,684	456,442	3,985,387	408,119
Argentina.....	9,824,380	1,196,969	10,545,981	1,071,422
Brazil.....	20,744,507	2,221,338	17,892,775	1,692,200
Colombia.....	1,303,619	182,311	845,716	98,969
Other South America.....	11,836,707	1,425,411	10,606,488	1,112,649
Chinese Empire.....	24,523,67	2,450,51	48,788,11	4,178,784
British East Indies.....	9,901,197	1,161,451	15,471,661	1,461,709
Hongkong.....	18,585,36	1,872,767	17,454,456	1,507,096
Japan.....	51,514,38	5,113,336	54,445,900	4,846,701
British Australasia.....	17,069,441	2,177,744	24,289,598	2,592,211
Hawaii.....	913,121	161,62		
Philippine Islands.....	617,49	65,120	1,161,942	106,217
Other Asia and Oceania.....	15,945,82	1,501,74	16,970,611	1,563,619
Africa.....	11,619,35	1,343,745	10,537,839	1,137,645
Other countries.....	43,325	4,392	42,441	4,311
Total refined, not including residuum.....	763,166,423	61,728,279	840,277,787	59,673,096
Residuum, including tar, and all other, from which the light bodies have been distilled.....bbis.	429,999	755,760	597,768	1,153,087
Total refined.....		62,484,039		60,826,183
Total mineral oil.....		69,255,844		66,285,895
Vegetable—				
Corn.....galls.	4,396,687	1,526,522	4,723,406	1,789,085
Cotton-seed (gallons), exported to—				
United Kingdom.....	2,282,871	816,885	3,663,265	1,210,436
France.....	8,696,688	2,928,306	9,283,467	8,266,541
Germany.....	8,823,523	1,189,637	3,942,798	1,171,979
Other Europe.....	17,088,046	5,677,929	19,146,768	6,564,563
British North America.....	478,616	171,917	802,647	277,619
Central American States and British Honduras.....	12,890	6,315	15,185	6,740
Mexico.....	3,263,963	948,350	3,067,766	852,082
Santo Domingo.....	152,968	70,777	128,996	58,548
Cuba.....	54,875	29,284	85,687	86,876
Porto Rico.....	12,075	5,488		
Other West Indies and Bermuda.....	731,880	278,813	662,506	258,249
Argentina.....	163,442	72,077	90,962	85,855
Brazil.....	804,891	329,961	878,862	38,021
Other South America.....	334,889	143,090	384,625	164,613
British Australasia.....	111,526	44,856	178,239	70,420
Other Asia and Oceania.....	6,704	2,181	27,296	10,129
Africa.....	899,701	309,228	598,584	211,847
Total.....	38,368,568	13,006,513	42,377,554	14,514,538
Linseed.....galls.	102,856	63,576	99,698	65,451
Volatile or essential—				
Peppermint.....lbs.	64,947	64,989	45,700	60,548
All other.....		156,040		164,047
All other vegetable.....		867,128		292,758
Total.....		15,184,713		16,886,427

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Paints, pigments, and colors:				
Carbon black, gas black, and lampblack		\$227, 888		\$310, 772
Zinc, oxide of..... lbs..	10, 542, 153	457, 880	8, 507, 260	867, 026
All other.....		1, 165, 889		1, 208, 278
Total.....		1, 851, 112		1, 886, 071
Paper, and manufactures of:				
Paper hangings.....		128, 195		158, 661
Printing paper..... lbs..	105, 220, 259	2, 845, 908	106, 141, 820	2, 897, 414
Writing paper and envelopes.....		442, 107		574, 057
All other.....		2, 985, 928		3, 076, 686
Total.....		6, 347, 138		6, 701, 798
Paraffin and paraffin wax (pounds), exported to—				
United Kingdom.....	90, 856, 174	4, 526, 478	79, 802, 349	4, 070, 015
France.....	452, 570	22, 248	641, 572	82, 475
Germany.....	15, 833, 674	910, 528	16, 887, 444	982, 706
Other Europe.....	21, 875, 021	1, 116, 245	20, 801, 804	1, 067, 204
British North America.....	68, 707	4, 191	55, 812	3, 481
Central American States and British Hon- duras.....	821, 743	27, 017	805, 601	21, 740
Mexico.....	5, 084, 094	374, 420	5, 082, 261	315, 851
West Indies and Bermuda.....	43, 969	3, 283	16, 054	1, 042
Brazil.....	131, 173	10, 190	106, 969	7, 044
Other South America.....	625, 463	49, 635	215, 532	17, 758
Japan.....	3, 167, 848	170, 196	4, 232, 743	246, 660
British Australasia.....	8, 555, 813	161, 212	2, 606, 817	129, 779
Other Asia and Oceania.....	219, 560	10, 229	1, 442, 525	72, 110
Africa.....	1, 063, 723	68, 185	1, 578, 504	98, 057
Total.....	143, 249, 562	7, 454, 066	138, 729, 487	7, 035, 917
Perfumery and cosmetics.....		321, 861		334, 941
Plated ware.....		470, 422		462, 351
Provisions, comprising meat and dairy products:				
Meat products—				
Beef products—				
Beef, canned (pounds), exported to—				
United Kingdom.....	29, 167, 911	2, 836, 142	35, 377, 012	3, 468, 366
France.....	1, 105, 626	111, 827	611, 608	61, 289
Germany.....	4, 190, 961	408, 522	365, 187	34, 790
Other Europe.....	2, 295, 400	217, 593	1, 174, 041	113, 601
British North America.....	665, 060	61, 980	960, 392	99, 630
Central American States and British Honduras.....	218, 106	24, 267	240, 820	24, 606
Mexico.....	158, 604	20, 189	286, 592	34, 253
Santo Domingo.....	788	84	1, 538	166
Cuba.....	45, 639	4, 548	87, 957	8, 599
Porto Rico.....	2, 426	213		
Other West Indies and Bermuda.....	214, 302	23, 525	326, 712	34, 094
Argentina.....	13, 424	1, 045	205	19
Brazil.....	178, 460	20, 617	99, 906	10, 198
Colombia.....	60, 430	6, 490	58, 240	5, 887
Other South America.....	183, 283	20, 233	196, 647	20, 703
Chinese Empire.....	604, 108	87, 169	108, 266	15, 323
British East Indies.....	39, 590	4, 848	67, 697	7, 872
Hongkong.....	407, 820	60, 797	121, 971	17, 455
Japan.....	913, 773	132, 398	110, 011	15, 594
British Australasia.....	119, 631	13, 686	185, 735	16, 990
Hawaii.....	401, 400	60, 003		
Philippine Islands.....	27, 312	3, 834	66, 990	9, 427
Other Asia and Oceania.....	133, 582	17, 721	83, 827	12, 004
Africa.....	5, 058, 760	441, 053	5, 709, 480	532, 928
Other countries.....	2, 184	218	3, 528	430
Total.....	46, 203, 574	4, 574, 002	46, 238, 362	4, 589, 224
Beef, fresh (pounds), exported to—				
United Kingdom.....	294, 898, 325	26, 382, 574	325, 729, 051	29, 585, 046
British North America.....	109, 781	10, 649	119, 754	15, 344
West Indies and Bermuda.....	2, 962, 769	320, 653	3, 396, 538	347, 629
Hawaii.....	268, 804	20, 732		
Other countries.....	1, 449	160	2, 877	342
Total.....	298, 241, 128	26, 734, 818	329, 248, 220	29, 896, 861

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products—Continued.				
Meat products—Continued.				
Beef products—Continued.				
Beef, salted or pickled.....lbs.	51,052,738	\$2,990,348	47,840,513	\$2,787,718
Beef, other cured.....lbs.	1,806,841	118,288	742,449	62,447
Total.....lbs.	52,859,579	3,048,636	48,582,962	2,850,165
Exported to (pounds)—				
United Kingdom.....	19,495,429	1,181,152	16,787,066	1,017,741
France.....	550,100	81,318	127,890	6,412
Germany.....	6,550,460	879,842	7,098,160	486,141
Other Europe.....	5,564,098	809,228	7,149,278	397,588
British North America.....	5,806,889	271,807	5,726,021	306,325
Central American States and British Honduras.....	640,855	85,856	702,924	87,911
Mexico.....	18,614	1,621	11,172	1,268
Santo Domingo.....	74,958	4,506	58,400	8,192
Cuba.....	289,851	18,848	84,706	4,782
Porto Rico.....	16,000	912		
Other West Indies and Bermuda.....	5,278,912	294,640	5,187,220	286,107
Brazil.....	19,050	1,856	51,848	8,680
Colombia.....	869,825	20,814	226,455	12,925
Other South America.....	3,242,478	196,826	2,908,278	166,791
Asia and Oceania.....	4,092,150	247,178	1,459,488	111,513
Africa.....	878,120	51,878	1,069,716	56,108
Other countries.....	81,800	1,760	46,860	2,781
Total beef, salted, etc.....	52,859,579	3,048,636	48,582,962	2,850,165
Tallow (pounds), exported to—				
United Kingdom.....	37,523,694	1,880,537	19,845,225	964,455
France.....	10,756,745	538,830	4,427,228	232,674
Germany.....	12,590,216	621,266	5,282,817	284,022
Other Europe.....	19,068,868	967,149	12,648,978	665,401
British North America.....	74,942	8,191	71,755	8,168
Central American States and British Honduras.....	1,828,590	104,287	1,662,913	92,149
Mexico.....	399,849	21,925	865,231	44,495
Santo Domingo.....	246,469	12,143	229,220	11,922
Cuba.....	76,797	8,874	48,601	2,266
Porto Rico.....	1,470	84		
Other West Indies and Bermuda.....	862,160	47,611	945,596	52,012
Brazil.....	982,997	61,436	156,160	9,048
Colombia.....	81,680	5,417	79,811	6,378
Other South America.....	1,861,168	101,701	962,766	62,836
Asia and Oceania.....	27,748	1,272	105,767	5,960
Other countries.....	50,529	2,615	392,713	18,980
Total.....	86,318,250	4,855,088	47,154,948	2,444,268
Hog products—				
Bacon (pounds), exported to—				
United Kingdom.....	388,546,009	27,113,140	333,628,069	29,540,839
France.....	7,073,945	467,570	1,849,946	146,225
Germany.....	17,979,183	1,351,700	17,352,296	1,846,216
Other Europe.....	44,585,699	3,111,421	42,241,785	8,249,476
British North America.....	8,126,667	291,948	6,648,968	694,578
Central American States and British Honduras.....	307,823	27,419	309,445	28,879
Mexico.....	224,755	21,987	294,400	38,182
Santo Domingo.....	26,500	1,961	18,180	1,191
Cuba.....	6,966,704	519,799	4,194,594	346,729
Porto Rico.....	577,226	40,039		
Other West Indies and Bermuda.....	352,961	34,802	367,469	35,358
Brazil.....	1,678,248	126,966	2,111,182	176,913
Colombia.....	20,461	2,212	21,987	1,890
Other South America.....	271,042	22,156	248,879	22,778
Chinese Empire.....	151,872	20,269	86,581	12,961
Hawaii.....	76,340	9,586		
Philippine Islands.....	4,886	670	6,326	848
Other Asia and Oceania.....	66,510	8,801	96,917	13,320
Africa.....	278,009	20,764	214,920	18,478
Total.....	422,286,250	33,191,690	409,680,585	35,771,810

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products—Continued.				
Meat products—Continued.				
Hog products—Continued.				
Hams (pounds), exported to—				
United Kingdom	155,005,564	\$16,590,204	190,499,258	\$20,467,965
France	1,660,954	164,756	806,258	29,968
Germany	2,208,826	207,681	2,820,820	245,467
Other Europe	9,204,529	908,966	7,759,285	784,718
British North America	2,859,788	261,648	2,692,667	290,140
Central American States and British Honduras	260,860	28,017	277,099	80,858
Mexico	347,606	40,484	413,025	49,774
Santo Domingo	89,610	11,176	86,067	11,442
Cuba	5,989,858	578,982	5,860,574	517,780
Porto Rico	196,784	18,275		
Other West Indies and Bermuda	1,445,028	145,212	1,642,888	166,061
Brazil	47,415	5,495	48,644	4,966
Colombia	190,417	18,248	149,129	15,488
Other South America	561,157	66,344	575,027	72,815
Chinese Empire	208,969	27,269	182,085	18,789
British Australasia	58,286	5,858	1,787	218
Hawaii	228,419	27,724		
Philippine Islands	78,926	10,260	76,846	9,899
Other Asia and Oceania	218,418	27,668	194,012	25,900
Africa	180,672	18,708	188,821	19,208
Other countries	21,657	2,181	22,108	2,447
Total	180,502,592	19,160,061	212,789,826	22,768,288
Pork (pounds)—				
Canned	8,623,162	682,865	8,296,816	662,199
Fresh	20,817,566	1,624,550	32,571,884	2,587,053
Salted or pickled	126,840,481	8,356,294	118,701,870	9,015,438
Total fresh and salted	147,657,997	9,980,844	146,278,704	11,602,486
Exported to—				
United Kingdom	78,290,644	5,311,078	80,910,278	6,621,432
France	111,725	6,771	57,800	4,510
Germany	9,257,802	550,807	7,171,155	542,290
Other Europe	24,444,226	1,582,074	25,215,169	1,944,800
British North America	8,796,200	585,222	9,851,967	704,066
Central American States and British Honduras	1,412,720	91,077	1,222,786	98,894
Santo Domingo	181,190	8,926	100,500	8,097
Cuba	7,241,088	508,467	6,609,307	526,845
Porto Rico	2,324,200	184,891		
Other West Indies and Bermuda	15,905,545	945,961	11,544,629	876,024
Brazil	23,150	1,527	1,100	69
Colombia	258,868	18,279	172,566	18,828
Other South America	3,925,487	248,681	3,111,156	242,588
Philippine Islands	800	56		
Other Asia and Oceania	127,880	10,188	57,420	4,716
Africa	187,700	9,887	111,100	8,117
Other countries	269,872	18,009	186,772	12,228
Total	147,657,997	9,980,844	146,278,704	11,602,486
Lard (pounds), exported to—				
United Kingdom	186,526,864	12,777,146	195,124,584	16,497,242
France	19,901,458	1,328,907	10,656,709	850,719
Germany	164,067,010	11,086,881	167,804,006	14,136,190
Other Europe	108,146,580	7,809,286	105,606,425	8,885,140
British North America	1,427,784	103,211	8,067,916	274,987
Central American States and British Honduras	2,704,821	202,210	1,858,587	162,958
Mexico	6,890,913	410,777	7,194,668	549,412
Santo Domingo	508,686	88,088	891,588	86,288
Cuba	85,287,068	2,419,852	29,209,790	2,276,510
Porto Rico	8,512,488	286,258		
Other West Indies and Bermuda	6,068,586	465,901	5,846,875	491,785
Argentina	80,248	6,700	108,676	9,687
Brazil	9,432,030	796,486	11,417,185	1,081,849
Colombia	1,566,167	118,429	1,082,847	59,414
Other South America	11,584,624	880,613	9,571,990	826,201
Hawaii	420,978	82,161		
Philippine Islands	112,498	9,686	25,100	2,542

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products—Continued.				
Meat products—Continued.				
Hog products—Continued.				
Lard (pounds), exported to—				
Other Asia and Oceania.....	1,802,889	\$124,979	1,226,877	\$94,371
Africa.....	2,406,886	179,800	2,070,594	189,411
Other countries.....	67,915	4,829	40,075	2,788
Total.....	562,281,288	38,488,494	552,293,986	46,405,939
Lard compounds, and substitutes for (cottonseed, lardine, etc.), pounds.....	21,175,899	1,818,144	27,170,782	1,799,473
Mutton (pounds).....	718,684	51,900	265,245	20,501
Oleo and oleomargarine (pounds)—				
Oleo, the oil.....	149,594,886	10,812,178	150,365,681	11,829,902
Oleomargarine, imitation butter.....	8,606,376	861,665	4,776,208	465,057
Total.....	158,201,211	11,178,833	155,141,884	12,294,959
Exported to—				
United Kingdom.....	9,188,862	678,830	7,411,757	685,898
Germany.....	28,301,764	2,209,411	30,401,667	2,486,820
Netherlands.....	84,591,983	5,890,380	81,681,169	6,817,461
Other Europe.....	27,169,448	2,015,852	30,644,878	2,419,447
British North America.....	917,516	67,010	1,639,380	139,195
Central American States and British Honduras.....	116,577	12,148	106,717	10,286
Mexico.....	4,818	607	34,824	2,987
Porto Rico.....	108,460	10,588		
Other West Indies and Bermuda.....	2,118,170	218,948	2,593,896	269,660
Colombia.....	122,072	10,847	74,115	6,597
Other South America.....	211,145	22,411	180,059	18,885
Hawaii.....	79,400	8,517		
Philippine Islands.....	100	18	1,000	100
Other Asia and Oceania.....	106,431	11,660	86,692	8,191
Other countries.....	175,020	16,616	286,280	29,432
Total.....	158,201,211	11,178,833	155,141,884	12,294,959
Poultry and game.....		496,647		823,425
Sausage and sausage meats* (pounds).....	5,412,262	505,437	6,848,468	665,757
Sausage casings.....		2,712,883		1,885,583
All other meat products:				
Canned ^b		1,542,458		1,674,508
All other.....		3,135,676		3,612,299
Dairy products—				
Butter (pounds), exported to—				
United Kingdom.....	6,717,651	1,243,126	16,117,936	2,840,061
Germany.....	95,359	16,199	533,899	83,693
Other Europe.....	63,838	9,894	588,855	83,060
British North America.....	814,533	182,165	776,709	158,387
Central American States and British Honduras.....	220,694	44,951	206,871	39,580
Mexico.....	220,749	40,661	828,507	62,985
Santo Domingo.....	146,370	24,291	95,332	14,803
Cuba.....	160,624	27,264	112,696	21,265
Porto Rico.....	21,387	4,182		
Other West Indies and Bermuda.....	1,589,787	279,843	1,461,454	244,674
Brazil.....	1,363,256	189,794	1,365,658	166,967
Colombia.....	62,665	12,792	67,755	13,263
Other South America.....	619,207	108,873	681,869	102,515
Chinese Empire.....	25,580	6,096	28,963	6,257
Japan.....	71,104	14,428	112,676	22,320
Hawaii.....	115,921	26,737		
Philippine Islands.....	1,580	467	1,014	254
Other Asia and Oceania.....	16,879	8,826	67,596	12,696
Africa.....	7,583	1,786	8,976	2,008
Other countries.....	14,964	2,826	21,697	3,447
Total.....	12,339,661	2,235,151	22,578,513	3,877,635
Cheese (pounds) exported to—				
United Kingdom.....	48,518,383	4,943,677	28,268,041	2,645,457
Germany.....	64	14	5,236	540
British North America.....	1,946,483	194,621	357,164	34,625

* Included in "All other meat products" prior to July, 1900.

^b "Canned" and "All other" embraced in one class prior to July, 1899.

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Provisions, comprising meat and dairy products—Continued.				
Dairy products—Continued.				
Cheese (pounds) exported to—				
Central American States and British Honduras.....	171,181	\$22,184	175,757	\$21,760
Mexico.....	199,563	23,041	273,886	31,823
Santo Domingo.....	60,257	7,849	42,751	5,323
Cuba.....	235,150	30,494	158,992	22,709
Porto Rico.....	242,180	28,588		
Other West Indies and Bermuda.....	527,018	68,745	554,981	68,659
Brazil.....	487	64	671	70
Colombia.....	49,754	6,905	60,342	7,499
Other South America.....	46,636	6,382	40,268	5,183
Chinese Empire.....	143,910	15,713	129,719	15,207
Japan.....	44,615	5,277	54,017	6,130
Hawaii.....	87,730	9,945		
Philippine Islands.....	23,099	2,816	1,200	132
Other Asia and Oceania.....	129,559	14,979	153,245	18,822
Other countries.....	16,843	1,982	13,621	1,612
Total.....	52,442,367	5,382,981	80,284,962	2,885,065
Milk.....		1,143,090		1,430,043
Total provisions, etc.....		169,909,368		187,956,468
Quicksilver.....lbs..	713,881	389,977	753,612	424,002
Rice.....lbs..	13,195,252	508,695	502,974	24,672
Rice bran, meal, and polish.....lbs..	22,021,353	132,413	20,862,013	133,069
Salt.....lbs..	14,497,447	62,087	13,337,042	82,957
Seeds:				
Clover.....lbs..	20,800,867	1,608,986	5,733,580	545,010
Cotton.....lbs..	43,726,781	344,858	89,207,398	322,855
Flaxseed or linseed.....bush..	2,245,299	3,565,804	2,474,890	3,811,137
Timothy.....lbs..	10,049,287	818,434	5,816,713	228,211
Other grass seeds.....		138,655		212,812
All other.....		169,562		143,200
Total.....		6,145,699		5,263,825
Exported to—				
United Kingdom.....		1,401,161		1,250,983
France.....		274,638		445,601
Germany.....		1,470,996		245,355
Other Europe.....		1,781,735		1,642,570
British North America.....		1,105,538		1,615,845
Central American States and British Honduras.....		3,555		8,526
Mexico.....		34,968		24,258
Santo Domingo.....		952		444
Cuba.....		3,566		4,531
Porto Rico.....		277		
Other West Indies and Bermuda.....		3,495		2,459
Argentina.....		905		1,048
Brazil.....		137		543
Colombia.....		1,944		1,156
Other South America.....		3,011		2,851
Chinese Empire.....		422		781
British Australasia.....		49,517		15,577
Other Asia and Oceania.....		5,350		3,383
Africa.....		3,525		2,844
Total seeds.....		6,145,699		5,263,825
Shells.....		64,394		32,569
Silk, manufactures of.....		223,776		263,806
Soap:				
Tolliet or fancy.....		324,788		455,582
All other.....lbs..	23,274,946	1,912,554	27,368,932	931,566
Total.....		1,583,521		1,387,168
Spermaceti and spermaceti wax.....lbs..	140,984	42,079	272,574	73,313
Spirits, distilled (proof gallons):				
Alcohol—				
Wood.....	655,551	373,872	639,141	319,222
All other (including pure, neutral, or cologne spirits).....	222,172	71,105	335,235	217,737

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Spirits, distilled (proof gallons)—Continued.				
Brandy	17,794	\$30,648	20,247	\$27,747
Rum	748,564	993,894	1,074,462	1,428,844
Whisky—				
Bourbon	882,083	809,529	340,536	488,700
Rye	143,998	197,526	155,770	249,524
All other	21,494	39,794	46,681	45,327
Total	2,691,656	1,521,867	2,612,182	2,777,101
Starch	98,077,762	2,112,458	66,919,579	1,276,154
Straw and palm leaf, manufactures of		356,562		375,646
Sugar and molasses:				
Molasses	2,015,650	282,807	1,703,849	218,739
Sirup	11,860,709	1,841,743	15,448,552	2,144,617
Sugar, brown	75,897	3,141	282,551	11,031
Sugar, refined (pounds), exported to—				
United Kingdom			30,000	1,650
Germany	227	15	1,016	67
Other Europe	57,385	3,320	62,606	3,575
British North America	7,760,779	379,353	2,763,989	139,517
Central American States and British				
Honduras	941,541	44,215	512,458	24,142
Mexico	536,375	22,683	595,287	27,938
Santo Domingo	22,345	1,352	17,559	965
Other West Indies and Bermuda	1,941,841	96,825	1,964,693	89,170
Colombia	133,376	6,969	257,475	11,158
Other South America	53,656	3,081	19,141	1,124
Hawaii	1,809,768	61,306		
Other Asia and Oceania	212,247	9,190	334,010	13,269
Africa	190,054	11,117	185,263	7,573
Total	13,650,543	639,426	6,693,496	320,168
Total sugar and molasses		2,767,117		2,694,555
Candy and confectionery		477,218		465,648
Tin, manufactures of		426,748		451,547
Tobacco, and manufactures of:				
Unmanufactured (pounds)—				
Leaf	275,836,948	24,740,704	285,525,280	25,874,267
Stems and trimmings	7,432,000	176,581	8,958,788	199,494
Total	282,768,948	24,917,285	294,484,018	25,573,751
Exported to—				
United Kingdom	91,806,184	8,720,142	84,810,421	7,783,837
France	37,003,134	3,173,691	30,266,664	2,427,830
Germany	48,663,666	3,931,878	47,074,632	3,943,047
Other Europe	79,733,029	6,497,711	106,866,432	8,747,294
British North America	9,876,200	886,428	10,559,678	1,071,739
Central American States and British				
Honduras	229,962	29,870	220,858	27,435
Mexico	1,998,288	138,752	1,937,233	141,446
West Indies and Bermuda	2,561,191	239,790	2,516,469	231,738
Argentina	353,739	29,659	120,156	7,739
Colombia	78,045	11,588	195,434	27,982
Other South America	997,027	96,284	935,388	88,604
Japan	2,348,042	235,314	89,869	9,141
British Australasia	3,341,345	513,648	4,718,963	668,178
Other Asia and Oceania	833,573	33,528	293,719	30,206
Africa	8,448,889	329,638	3,877,417	367,390
Other countries	2,639	364	1,200	145
Total unmanufactured	282,768,948	24,917,285	294,484,018	25,573,751
Manufactures of—				
Cigars	M. 2,403	58,722	1,845	44,170
Cigarettes	M. 1,006,030	1,923,629	1,071,535	1,864,694
Plug	lbs. 11,119,291	2,415,979	11,125,302	2,364,649
All other		871,763		630,073
Total		5,276,083		4,903,576

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Tobacco, and manufactures of—Continued.				
Manufactures of—Continued.				
Exported to—				
United Kingdom		\$917,861		\$1,218,357
France		8,879		10,588
Germany		105,925		102,540
Other Europe		373,143		201,646
British North America		119,966		94,275
Central American States and British Honduras		52,081		51,977
Mexico		20,146		17,663
Cuba		182,888		151,069
Other West Indies and Bermuda		111,061		124,292
Argentina		6,896		5,502
Brazil		459		162
Colombia		7,845		17,294
Other South America		68,060		52,114
Chinese Empire		329,975		720,724
British East Indies		276,629		277,956
Hongkong		188,576		43,763
Japan		19,304		1,679
British Australasia		1,691,517		1,273,674
Hawaii		205,258		
Philippine Islands		14,491		11,912
Other Asia and Oceania		27,896		23,454
Africa		595,006		501,114
Other countries		1,272		1,831
Total manufactures of		5,275,083		4,903,576
Toys				
		214,110		261,600
Trunks, valises, and traveling bags				
		101,940		101,868
Varnish				
galls.	571,017	594,887	551,653	544,193
Vegetables:				
Beans and pease	bush..	451,443	817,460	372,009
Onions	bush..	133,076	111,649	136,914
Potatoes	bush..	613,994	429,830	642,081
Vegetables, canned		474,307		465,092
All other (including pickles and sauces)		433,164		608,109
Total		2,266,410		2,509,320
Vinegar				
galls.	106,172	13,165	72,600	14,932
Whalebone				
lbs.	192,307	489,433	170,778	444,014
Wine:				
In bottles	doz..	10,810	53,256	11,737
In other coverings	galls..	1,204,622	489,771	935,196
Total		543,027		453,356
Wood, and manufactures of:				
Timber and unmanufactured wood—				
Sawed	M feet..	499,665	6,387,174	451,758
Hewn	cubic feet..	4,628,459	805,189	4,545,436
Logs and other			3,921,327	
Total		11,063,690		9,175,768
Exported to—				
United Kingdom		5,224,929		4,189,338
France		634,729		621,869
Germany		1,340,310		862,084
Other Europe		1,996,025		1,168,416
British North America		737,308		726,562
Central American States and British Honduras		37,867		47,285
Mexico		310,222		443,006
Cuba		59,210		58,376
Other West Indies and Bermuda		38,927		26,063
Argentina		20,515		31,088
Brazil		17,992		
Colombia		8,536		12,138
Other South America		43,380		114,424
British Australasia		257,878		353,975
Hawaii		30,979		
Philippine Islands		850		72,362

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Wood, and manufactures of—Continued.				
Timber and unmanufactured wood—Cont'd.				
Exported to—				
Other Asia and Oceania.....		\$165,021		\$382,820
Africa.....		187,012		115,972
Total timber, etc.....		11,063,690		9,175,768
Lumber (M feet)—				
Boards, deals, and planks.....	1,001,979	17,739,664	962,322	17,112,738
Joists and scantling.....	39,242	541,464	36,140	467,232
Total.....	1,041,221	18,281,148	998,462	17,579,970
Exported to—				
United Kingdom.....	152,156	4,136,884	161,029	4,452,336
France.....	32,166	546,690	37,093	665,891
Germany.....	56,211	1,334,735	60,271	1,292,619
Other Europe.....	180,222	3,377,642	150,066	2,907,956
British North America.....	93,408	1,726,456	86,746	1,682,855
Central American States and British				
Honduras.....	3,326	49,072	2,889	44,416
Mexico.....	97,809	1,203,370	70,368	902,780
Santo Domingo.....	2,231	39,022	3,776	56,070
Cuba.....	77,511	1,068,326	56,134	721,783
Porto Rico.....	6,816	105,002		
Other West Indies and Bermuda.....	37,781	647,072	33,704	587,356
Argentina.....	71,528	1,036,192	95,164	1,275,168
Brazil.....	11,787	204,676	17,464	275,233
Colombia.....	3,559	50,915	5,633	52,596
Other South America.....	48,530	623,662	57,670	724,169
Chinese Empire.....	10,767	112,247	14,606	161,872
Hongkong.....	1,981	22,067	3,961	42,628
Japan.....	5,533	57,263	2,392	25,523
British Australasia.....	62,906	784,421	68,988	811,401
Hawaii.....	35,912	425,729		
Philippine Islands.....	3,893	39,062	6,270	84,101
Other Asia and Oceania.....	9,850	98,980	12,662	142,777
Africa.....	35,798	586,431	43,409	735,279
Other countries.....	245	5,242	229	4,407
Total.....	1,041,221	18,281,148	998,462	17,579,970
Shingles..... M.....	58,187	113,760	35,844	81,680
Shooks—				
Box.....		455,564		576,556
Other..... No.....	580,501	662,548	863,695	926,721
Staves..... No.....	42,106,709	3,338,068	46,092,009	3,547,709
Heading.....		102,549		125,963
All other.....		8,852,372		3,582,719
Total unmanufactured.....		37,869,699		35,597,068
Manufactures of—				
Doors, sash, and blinds.....		960,165		911,133
Furniture, n. e. s., exported to—				
United Kingdom.....		856,794		1,032,781
France.....		80,985		68,261
Germany.....		147,246		141,189
Other Europe.....		245,045		215,877
British North America.....		356,938		444,724
Central American States and British				
Honduras.....		52,851		47,285
Mexico.....		374,400		508,326
Santo Domingo.....		21,880		26,874
Cuba.....		614,003		804,776
Porto Rico.....		16,103		
Other West Indies and Bermuda.....		81,072		96,408
Argentina.....		81,467		74,399
Brazil.....		25,101		15,409
Colombia.....		15,630		20,904
Other South America.....		62,460		74,086
Chinese Empire.....		10,722		23,653
British East Indies.....		7,876		6,333
Japan.....		23,574		21,774
British Australasia.....		334,062		291,716
Hawaii.....		102,164		
Philippine Islands.....		10,340		45,197

Exports of domestic merchandise—Continued.

Articles and countries.	Eleven months ended November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Wood, and manufactures of—Continued.				
Manufactures of—Continued.				
Furniture, n. e. s., exported to—				
Other Asia and Oceania.....		\$16, 405		\$23, 642
Africa.....		267, 363		331, 469
Other countries.....		2, 220		1, 470
Total.....		3, 806, 691		3, 810, 553
Hogsheads and barrels, empty.....		108, 532		117, 850
Trimmings, moldings, and other house				
furnishings.....		357, 826		404, 411
Wooden ware.....		850, 335		670, 679
Wood pulp..... lbs.	45, 814, 594	739, 515	44, 503, 722	812, 076
All other.....		3, 811, 069		3, 446, 251
Total manufactures of.....		10, 634, 133		10, 172, 953
Total wood, etc.....		48, 503, 832		45, 770, 041
Wool, and manufactures of:				
Wool, raw..... lbs.	421, 810	59, 338	94, 313	14, 752
Manufactures of—				
Carpets..... yards.	147, 662	116, 605	116, 165	93, 523
Dress goods..... yards.	16, 202	9, 251	13, 074	6, 698
Flannels and blankets.....		139, 633		129, 623
Wearing apparel.....		616, 429		713, 254
All other manufactures of.....		422, 777		468, 471
Total.....		1, 303, 695		1, 411, 574
Zinc, and manufactures of:				
Ore..... tons.	34, 799	1, 052, 041	34, 392	1, 032, 684
Manufactures of—				
Pigs, bars, plates, and sheets..... lbs.	44, 107, 795	2, 183, 614	5, 821, 250	247, 261
All other manufactures of.....		94, 740		74, 543
Total.....		2, 278, 354		321, 804
All other articles.....		9, 642, 667		8, 359, 602
Total value of exports of domestic				
merchandise.....		1, 306, 915, 664		1, 302, 760, 535
Carried in—				
Cars and other land vehicles.....		96, 253, 785		99, 704, 194
American steam vessels.....		62, 835, 746		60, 927, 607
Foreign steam vessels—				
Belgian.....		18, 393, 889		17, 773, 057
British.....		770, 811, 402		767, 970, 612
Dutch.....		33, 178, 086		30, 483, 837
French.....		19, 659, 952		16, 576, 178
German.....		125, 190, 925		122, 201, 606
Italian.....		8, 638, 469		14, 471, 984
Norwegian.....		29, 246, 386		27, 327, 543
All others.....		65, 091, 300		78, 900, 182
Total foreign steam.....		1, 072, 211, 239		1, 075, 704, 998
American sailing vessels.....		18, 679, 840		13, 857, 542
Foreign sailing vessels—				
British.....		31, 650, 958		28, 999, 556
Dutch.....		898, 992		652, 411
French.....		2, 363, 304		3, 256, 142
German.....		8, 862, 655		7, 841, 411
Italian.....		3, 158, 721		3, 049, 010
Norwegian.....		7, 729, 974		6, 010, 885
All others.....		4, 770, 450		2, 756, 779
Total foreign sailing.....		58, 985, 064		52, 566, 194

Exports of foreign merchandise.

[NOTE.—The commerce between the United States and Hawaii and Porto Rico, respectively, is not included in the statements of the foreign trade of the United States after June 30, 1900, but after this date the trade of Hawaii and, after July 1, 1901, of Porto Rico with foreign countries is included in the statement of the foreign commerce of the United States. Shipments between the United States and Hawaii and Porto Rico are shown separately in this report.]

[Abbreviation: n. e. s., not elsewhere specified.]

Articles.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Animals:				
Cattle (number)	1,250	\$22,896	292	\$37,060
Horses (number)	free		24	14,418
Do.	167	40,678	176	58,148
Sheep (number)	117	1,779	188	1,489
All other, including fowls	free	189		2,592
All other, including live poultry		4,369		33,247
Total		69,910		146,954
Antimony, ore (pounds)	free		49,656	1,536
Antimony, as regulus or metal (pounds)	23,520	2,352		
Articles, the growth, etc., of the United States, returned, n. e. s.		102,484		11,152
Art works:				
The production of American artists	free	12,891		1,407
All other	free	177,569		295,830
Asphaltum or bitumen, crude (tons)	629	10,044	1,698	18,460
Bones, horns, and hoofs, unmanufactured	free	813		8,586
Bone and horn, manufactures of	free	535		527
Books, music, maps, engravings, etchings, photographs, and other printed matter	free	31,772		58,481
Do.	free	16,112		15,866
Brass, manufactures of	free	2,155		278
Breadstuffs:				
Oatmeal (pounds)	2,688	96		
Wheat (bushels)	197,332	139,692	395,641	289,271
Wheat flour (barrels)	16,337	67,353	201	876
Farinaceous substances, and preparations of (sago, tapioca, etc.)	free	6,015		1,205
All other, and preparations of, used as food	free	22,658		8,858
Total		235,814		295,209
Bristles:				
Crude, not sorted, bunched, or prepared (pounds)	446	220	98	13
Sorted, bunched, or prepared (pounds)	33,775	15,392	48,567	20,469
Total	34,221	15,612	48,665	20,482
Brushes	free	755		848
Buttons and button forms	free	4,516		902
Cement, Roman, Portland, and other hydraulic (pounds)	14,751,445	59,600	15,437,874	66,319
Chemicals, drugs, and dyes:				
Alizarin and alizarin colors or dyes, including extract of madder (pounds)	355	44	4,390	765
Argols, or wine lees (pounds)	3,047	513	4,044	309
Coal-tar colors and dyes	free	36,527		32,669
Cochineal (pounds)	445	96	3,778	797
Dyewoods—				
Logwood (tons)	39	1,352	137	3,115
All other	free	16,705		12,523
Extracts and decoctions of (pounds)	168,328	9,211	58,388	3,238
Total		27,268		18,876
Glycerin (pounds)	106,623	10,594	129,793	15,171
Gums (pounds)—				
Arabic	44,781	8,669	44,901	7,466
Camphor, crude	free	1,132		
Chicle	716,402	114,176	2,513,151	536,617
Copal, cowrie, and dammar	434,764	45,767	436,112	48,189

Exports of foreign merchandise—Continued.

Articles.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Chemicals, drugs, and dyes—Continued.				
Gums (pounds)—Continued.				
Gambler, or terra japonica.....free..	945,592	\$31,490	306,856	\$8,120
Shellac.....free..	107,087	20,508	56,377	10,777
All other.....free..		25,807		29,081
Total.....		247,534		640,150
Indigo (pounds).....free..	61,499	47,069	85,763	26,066
Licorice root (pounds).....free..	4,143	113		
Lime, chloride of, or bleaching powder (pounds).....dut..	143,116	1,967	13,916	312
Mineral waters, artificial (gallons).....dut..	6,185	2,932	10,607	4,612
Opium (pounds)—				
Crude or unmanufactured.....dut..	47,160	96,007	37,980	83,186
Prepared for smoking, and other, containing less than 9 per cent of morphia.....dut..			14	121
Potash (pounds)—				
Chlorate of.....dut..	368,767	34,123	215,520	34,796
Muriate of.....free..	278,062	5,292	340,106	6,631
Nitrate of, or saltpeter, crude.....free..	25,297	940	38,688	1,118
All other.....free..	124,531	2,925	33,034	756
Total.....	796,657	43,280	627,348	48,301
Quinia, sulphate of, and all alkaloids or salts of cinchona bark (ounces).....free..	500	108	62	32
Soda—				
Caustic (pounds).....dut..	994,174	21,370	926,118	19,447
Nitrate of (tons).....free..	8,008	109,324	2,060	83,464
Sal soda (pounds).....dut..	960	125	2,170	300
Soda ash (pounds).....dut..	42,766	625	367,351	4,884
All other salts of (pounds).....dut..	262,861	2,682	133,400	3,396
Total.....		134,126		111,493
Sulphur, or brimstone, crude (tons).....free..	428	10,037	182	4,274
Sumac, ground (pounds).....dut..	66,800	1,521	107,670	1,798
Vanilla beans (pounds).....free..	84,185	276,544	82,043	311,661
All other.....free..		303,852		276,209
Do.....dut..		114,383		123,114
Total chemicals, drugs, and dyes.....		1,354,534		1,700,409
Chocolate, prepared or manufactured (not including confectionery) (pounds).....dut..	40,006	8,052	11,478	2,590
Clays or earths (tons).....dut..	74	510	80	825
Clocks and watches, and parts of (dutiable):				
Clocks, and parts of.....		693		511
Watches, and parts of.....		1,138		222
Coal, anthracite (tons).....free..			7	81
Coal, bituminous (tons).....dut..	6,523	18,002	3,457	8,386
Cocoa or cacao (pounds):				
Crude, and leaves and shells of.....free..	2,846,224	341,025	1,880,966	249,358
Prepared or manufactured.....dut..	585	155	1,018	229
Coffee (pounds).....free..	42,394,547	4,082,936	41,861,543	3,587,789
Copper, and manufactures of:				
Ore and regulus (tons).....free..	984	170,191	9,484	1,346,290
Pigs, bars, ingots, plates, old, and other, unmanufactured (pounds).....free..	1,281,782	212,264	12,503,686	2,090,233
Manufactures of.....dut..		19,451		8,596
Total, not including ore.....		231,745		2,098,829
Cork wood or cork bark, unmanufactured.....free..		54,702		72,649
Cork, manufactures of.....dut..		87,820		36,000
Cotton, and manufactures of:				
Unmanufactured (pounds).....free..	1,006,578	125,763	197,554	31,865
Waste or flocks (pounds).....free..	8,865	355	2,968	225

Exports of foreign merchandise—Continued.

Articles.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Cotton, and manufactures of—Continued.				
Manufactures of—				
Cloths (square yards, dutiable)—				
Not bleached, dyed, colored, stained, painted, or printed.....	12,918	\$1,104	2,628	\$268
Bleached, dyed, colored, stained, painted, or printed.....	298,700	82,646	191,811	25,459
Total.....	311,618	83,750	194,439	25,722
Clothing, ready-made, and other wearing apparel, not including knit goods.....		58,729		16,961
Knit goods.....		6,706		5,626
Laces, edgings, embroideries, insertings, neck ruffings, ruchings, trimmings, tuckings, lace window curtains, etc.....		826,868		29,606
Thread (not on spools), yarn, warps, or warp yarn (pounds).....	29,406	10,208	980	499
All other.....		108,651		118,747
Total other than cloth.....		548,407		197,161
Earthen, stone, and china ware (dutiable):				
China, porcelain, parian, and bisque—		9,064		7,624
Not decorated or ornamented.....		21,830		10,874
Decorated or ornamented.....		5,812		8,645
All other.....				
Total.....		36,706		22,148
Eggs, dozen.....	2	8	2,113	866
Feathers, etc., natural and artificial (dutiable):				
Feathers and downs, crude, etc.....		40,060		6,883
Feathers and downs, natural, dressed, colored, or manufactured, and dressed and finished birds.....		1,081		1,007
Feathers, flowers, fruits, grains, and leaves, artificial.....		1,384		4,966
Fertilizers (free):				
Phosphate, crude (tons).....	75	886	71	1,655
All other.....		81,716		1,178
Total.....		82,102		2,833
Fibers, vegetable, and textile grasses, and manufactures of, n. e. s.:				
Unmanufactured (tons)—				
Flax.....	273	31,941		
Hemp.....			541	87,446
Ivile or Tampico fiber.....	918	109,711	508	45,922
Jute and jute butts.....	27	1,815	106	5,482
Manilla.....	844	240,709	1,086	182,518
Sisal grass.....	1,070	154,674	968	180,086
All other.....	88	13,522	66	6,964
Total unmanufactured.....	3,220	551,872	3,220	458,428
Manufactures of—				
Bagging, gunny cloth, etc., suitable for covering cotton.....		781		700
Bags, of jute.....		18,758		9,510
Cables, cordage, threads, and twine, n. e. s. (pounds).....	368	180	104,625	7,998
Carpets and carpeting (square yards).....		960	74	51
Cord yarn (pounds).....	218,144	18,098	207,993	12,834
Fabrics, plain, woven, of single jute yarn.....		14,979		10,499
Handkerchiefs.....		747		
Yarns (pounds).....			2,864	1,038
All other.....		44,764		43,566
Total manufactures.....		94,162		85,691

Exports of foreign merchandise—Continued.

Articles.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Fish:				
Fresh—				
Lobsters, canned or uncanned (pounds) free	18,928	\$2,834	24,534	\$5,086
All other.....dut.				18
Cured or preserved (dutiable)—				
Anchovies and sardines (packed in oil, etc.)		11,142		8,882
Cod, haddock, hake, and pollock, dried, smoked, salted, or pickled (pounds)	10,314,404	354,232	9,319,985	376,223
Herring (pounds)—				
Dried or smoked	2,575,473	64,694	1,953,588	54,773
Pickled or salted	178,497	3,001	236,419	6,839
Mackerel, pickled or salted (pounds)	84,800	1,998	63,338	2,555
Salmon, pickled or salted (pounds)	5,400		34,998	1,579
All other.....		57,965		23,206
Total.....		496,843		479,761
Fruits, including nuts:				
Bananas.....free		421,217		375,881
Currants (pounds).....dut.	649,075	19,529	604,529	87,471
Dates (pounds).....dut.	209,164	7,373	109,323	4,066
Figs (pounds).....dut.	118,042	5,416	105,073	4,953
Lemons (pounds).....dut.	253,843	10,625	225,755	9,941
Oranges (pounds).....dut.	426,879	7,753	139,300	3,875
Plums and prunes (pounds).....dut.	920	76	100	9
Raisins (pounds).....dut.	905,052	44,337	467,921	28,125
Prepared or preserved.....dut.		30,297		9,099
All other fruits.....free		16,586		22,540
Do.....dut.		104,492		129,671
Total fruits.....		667,701		625,131
Nuts—				
Almonds (pounds).....dut.	136,270	16,451	219,988	31,319
Cocoanuts.....free		5,194		1,154
All other.....free				948
Do.....dut.		13,711		27,368
Total fruits and nuts.....		703,067		686,920
Furs, and manufactures of:				
Fur and fur skins, undressed.....free		161,776		182,459
Furs, and manufactures of.....dut.		118,962		332,289
Ginger ale or ginger beer (dozen pints).....dut.	1,430	971	2,304	1,616
Glass and glassware (dutiable):				
Bottles, vials, demijohns, carboys, and jars.		5,282		8,925
Cylinder, crown, and common window glass, unpolished (pounds)			5,600	120
All other.....		8,954		5,638
Total.....		14,236		14,678
Glue (pounds).....dut.	3,865	515	23,581	3,122
Grease and oils.....free		25		5,080
Grease.....dut.		2,264		6,931
Hair:				
Unmanufactured.....free		11,149		6,797
Manufactures of.....dut.		643		1,867
Total.....		11,792		8,664
Hats, bonnets, and hoods, and materials for, composed of straw, chip, grass, palm leaf, willow, osier, or rattan (dutiable):				
Hats, bonnets, and hoods.....		13,559		14,245
Materials for.....		37,496		51,148
Total.....		51,055		65,393
Hay (tons).....dut.	54	479	2,125	18,914
Hides and skins, other than fur skins (pounds):				
Goatskins.....free	760,558	272,135	776,585	238,763
Hides of cattle.....dut.	2,710,791	364,304	2,566,755	329,163
All other.....free	1,221,281	209,992	1,160,620	239,958
Total.....	4,692,630	846,431	4,503,960	807,524

Exports of foreign merchandise—Continued.

Articles	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Hide cuttings, raw, and other glue stock . . . free..		\$2,692		\$1,845
Hops (pounds) dut..	31,809	7,446	25,276	5,143
Household and personal effects, and wearing apparel in use, of persons arriving from foreign countries, etc free..		19,904		90,812
India rubber and gutta-percha, and manufactures of:				
Unmanufactured (pounds, free)—				
Gutta-percha	2,239	1,085	2,343	856
India rubber	3,548,362	2,630,538	3,478,569	2,283,533
Total unmanufactured	3,550,601	2,631,573	3,480,902	2,283,889
Manufactures of (dutiable)—				
Gutta-percha		766		1,907
India rubber		20,815		12,004
Total manufactures		21,581		13,911
Iron and steel, and manufactures of:				
Pig iron (tons) dut..	90	4,587	180	5,277
Scrap iron and steel, fit only to be manufactured (tons) dut..	9,079	131,241	3,331	61,668
Bar iron (pounds) dut..	107,984	2,447	143,378	7,249
Hoop, band, or scroll (pounds) dut..	42,561	1,401		
Ingots, blooms, slabs, billets, and bars of steel, and steel in forms, n. e. s. (pounds) dut..	5,089	1,226	4,082	821
Sheet, plate, and taggers iron or steel (pounds) dut..	291,110	8,768	284,914	7,457
Tin plates,terne plates, and taggers tin (pounds) dut..	1,038,694	37,395	322,909	10,083
Wire rods (pounds) dut..	115,572	1,825		
Wire, and articles made from (pounds) dut..	62,108	1,006	105,536	7,422
Manufactures of—				
Chains (pounds) dut..			29,039	1,016
Cutlery dut..		5,154		6,578
Firearms dut..		20,766		5,828
Machinery dut..		186,429		40,296
Needles, hand-sewing and darning, free..		2,927		
Shotgun barrels, in single tubes, forged, rough bored free..		240		344
All other dut..		106,996		75,117
Total		511,397		229,150
Ivory (pounds, free):				
Animal	715	3,500	226	1,712
Vegetable	1,846,836	27,870	539,968	9,982
Jewelry, manufactures of gold and silver, and precious stones:				
Diamonds, uncut, including miners', glaziers', and engravers', not set free..		3,000		1,407
Diamonds, cut but not set dut..		149		4,024
Other precious stones, uncut free..		3,566		
Other precious stones, cut but not set, including natural pearls dut..		7,087		27,176
Jewelry, and manufactures of gold and silver dut..		8,510		41,926
Lead, and manufactures of (dutiable):				
Lead in ore, and base bullion (pounds)	183,044,367	3,596,979	181,420,188	3,854,040
Pigs, bars, and old (pounds)	30,163	564	50,00	2,500
Manufactures of		2,453		4,476
Leather, and manufactures of (dutiable):				
Leather—				
Band, or belting, and sole leather		47,096		77,968
Calfskins, tanned, or tanned and dressed, and patent, enameled, and japanned		9,077		2,359
Skins for morocco		11,026		
Upper leather, dressed, and skins, dressed and finished		7,634		17,906
Total leather		74,832		98,223
Manufactures of—				
Gloves of kid or other leather		39,449		18,420
All other		40,762		9,106
Total manufactures		80,211		27,526

Exports of foreign merchandise—Continued.

Articles.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Malt, barley (bushels) .....dnt..			1,844	\$928
Malt liquors (gallons, dutiable):				
In bottles or jugs	4,850	\$3,880	6,240	5,852
In other coverings.....	2,452	1,225	381	153
Total.....	6,802	5,116	6,621	6,050
Manganese, ore and oxide of (tons).....free..	3	89	106	2,649
Marble and stone, and manufactures of (duti- able):				
Marble, and manufactures of.....		2,097		4,427
Stone, and manufactures of, including slate.		3,339		9,859
Total.....		5,436		14,286
Matting and mats for floors, manufactured from round or split straw or other vegetable sub- stance, including Chinese, Japanese, and In- dia straw matting (square yards) .....dnt..	43,112	3,755	37,952	3,061
Metals, metal compositions, and manufactures of, n. e. s. (dutable):				
Bronze manufactures.....		12,561		1,046
All other.....		64,553		33,099
Total.....		77,114		34,145
Musical instruments and parts of .....dnt..		5,753		6,151
Oils:				
Animal or rendered (gallons, dutiable)—				
Whale and fish	81,246	13,749	20,489	10,485
Other	12	3	2,775	968
Mineral (gallons).....free..			220	114
Do.....dnt..	4,706	800	1,455	821
Vegetable—				
Fixed or expressed—				
Olive (gallons).....dnt..	2,798	3,461	3,136	2,941
Other.....free..		29,210		22,386
Do.....dnt..		21,165		20,826
Volatile or essential and distilled..free..		35,242		22,558
Do.....dnt..		4,251		3,589
Total.....		107,881		84,688
Paints, pigments, and colors .....dnt..		12,888		17,428
Paper stock, crude (see also Wood pulp) (free):				
Rags, other than woolen (pounds)	79,204	1,416		
All other.....		1,533		
Total.....		2,979		
Paper, and manufactures of (dutable):				
Lithographic labels, and prints.....		1,442		3,024
Parchment papers (pounds).....	2,370	190		
All other.....		17,837		14,336
Perfumeries, and all toilet preparations ..dnt..		8,428		4,642
Pipes and smokers' articles.....dnt..		1,912		2,551
Plants, trees, shrub, and vines.....dnt..		915		2,046
Platinum (pounds).....free..	40	10,035		
Plumbago (tons).....free..	3	115	3	365
Provisions, comprising meat and dairy products (dutable):				
Meat products—				
Meat and meat extracts		13,466		216
All other.....		2,029		4,404
Dairy products—				
Butter (pounds).....	2,559	652	9,304	1,965
Cheese (pounds)	162,050	20,524	419,944	47,044
Milk.....		97,874		1,043
Total.....		134,545		54,677

Exports of foreign merchandise—Continued.

Articles.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Rice (pounds, dutiable):				
Rice	13, 796, 212	\$270, 463	11, 068, 107	\$212, 554
Rice flour, rice meal, and broken rice	2, 854	117		
Total	13, 799, 066	270, 580	11, 068, 107	212, 554
Salt (pounds)	dut. 3, 458, 724	8, 907	3, 403, 706	4, 815
Sausage casings	free. 37, 310			8, 638
Seeds (bushels):				
Linseed or flaxseed	dut.		21, 112	31, 050
All other	free.	16, 458		13, 814
Do	dut.	2, 566		5, 431
Total		19, 009		50, 304
Shells, unmanufactured	free.	74, 405		38, 605
Silk, and manufactures of:				
Unmanufactured (pounds, free)—				
Raw, or as reeled from the cocoon	78, 499	296, 685	89, 058	272, 876
Waste	24, 896	2, 555		
Total unmanufactured	103, 395	299, 240	89, 058	272, 876
Manufactures of (dutiable)—				
Clothing, ready-made, and other wear-				
ing apparel		27, 469		7, 584
Dress and piece goods		181, 261		48, 698
Laces and embroideries		8, 828		17, 753
Ribbons		6, 147		9, 306
Spun silk (pounds)	5, 413	8, 941	14, 708	20, 482
All other		111, 189		96, 967
Total manufactures		288, 885		202, 779
Soap (dutiable):				
Fancy, perfumed, and all toilet (pounds)	17, 690	2, 190	659	151
All other		7, 450		6, 221
Total		9, 640		6, 372
Spices (pounds):				
Unground—				
Nutmegs	free. 26, 050	7, 855	9, 251	2, 451
Pepper, black or white	free. 566, 976	58, 789	617, 115	58, 802
All other	free. 2, 150, 268	191, 481	1, 543, 982	126, 974
Do	dut. 49, 011	8, 970	101, 974	8, 506
Total	2, 801, 309	262, 095	2, 272, 272	196, 735
Spirits, distilled (proof gallons):				
Of domestic manufacture, returned (subject				
to internal-revenue tax)	free. 2, 640	2, 307	13, 706	12, 594
Brandy	dut. 4, 695	8, 348	3, 589	5, 289
All other	dut. 26, 659	48, 449	32, 124	47, 715
Total	33, 994	59, 104	49, 419	65, 578
Sponges	dut.	84, 628		127, 449
Straw and grass, manufactures of	dut.	21, 428		11, 343
Sugar, molasses, and confectionery (dutiable):				
Molasses (gallons)	39, 436	8, 658	15, 049	4, 079
Sugar (pounds)—				
Not above No. 16 Dutch standard in				
color—				
Beet			389, 785	9, 059
Cane	587, 879	10, 252	1, 498, 717	31, 883
Above No. 16 Dutch standard in color ..	2, 746, 100	94, 298	5, 850, 205	149, 496
Total sugar	3, 283, 979	104, 545	7, 738, 707	190, 437
Confectionery		1, 116		1, 533

Exports of foreign merchandise—Continued.

Articles.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Tea (pounds)	1,014,562	\$134,667	1,336,565	\$152,695
Tin, in bars, blocks, pigs, or grain or granulated (pounds)	1,056,461	320,274	2,083,475	545,717
Tobacco, and manufactures of:				
Leaf (pounds, dutiable)—				
Suitable for cigar wrappers	591,857	479,038	878,828	773,752
Other	1,075,217	431,766	1,046,584	433,729
Total leaf	1,666,574	910,804	1,925,412	1,207,481
Manufactures of (dutiable)—				
Cigars, cigarettes, and cheroots (pounds)	12,161	28,361	17,355	28,271
All other		35,210		4,731
Total manufactures		63,571		33,002
Toys		24,160		3,828
Vegetables (dutiable):				
Beans and dried peas (bushels)	139,546	156,146	130,727	167,774
Onions (bushels)	6	9	3,374	3,435
Potatoes (bushels)	363	223	50	45
Pickles and sauces		944		1,776
All other—				
In their natural state		149		589
Prepared or preserved		21,751		25,470
Total		179,227		199,089
Wines (dutiable):				
Champagne, and other sparkling (dozen) ...	2,605	89,072	2,086	32,268
Still wines—				
In casks (gallons)	12,947	6,481	25,221	16,017
In other coverings (dozens)	5,098	19,088	2,303	9,055
Total		64,641		57,340
Wood, and manufactures of:				
Unmanufactured—				
Cabinet woods—				
Mahogany (M feet)	1,881	161,208	757	83,581
All other		32,080		26,612
Logs and round timber			210	2,114
Timber, hewn, squared, or sided (cubic feet)	36,996	4,244	2,109	835
Lumber—				
Boards, planks, deals, and other sawed lumber (M feet)	25,967	318,389	25,229	408,303
Shingles (M feet)	629	598	1,778	1,778
Other lumber		18,825		490
All other unmanufactured		177,422		74,842
Do		4,648		29
Total unmanufactured		717,409		598,144
Manufactures of (dutiable)—				
Cabinet ware or house furniture		27,349		5,691
Wood pulp (tons)	20	900	76	3,750
All other		57,682		143,434
Total manufactures		85,931		152,875
Wool, hair of the camel, goat, alpaca, and other like animals, and manufactures of:				
Unmanufactured (pounds, dutiable)—				
Class 1—Clothing	2,166,969	333,250	2,897,917	390,504
Class 2—Combing	231,707	86,867	17,233	3,255
Class 3—Carpet	285,204	23,233	235,680	21,225
Total wool	2,683,880	393,355	3,150,830	414,984
Manufactures of—				
Carpets and carpeting (square yards) dut.	793	1,768	12,462	16,318
Clothing, ready-made, and other wearing apparel, except shawls and knit fabrics		118,463		9,372
Cloths (pounds)	15,548	15,024	51,346	83,117

Exports of foreign merchandise—Continued.

Articles.	Eleven months ending November—			
	1900.		1901.	
	Quantities.	Values.	Quantities.	Values.
Wool, hair of the camel, goat, alpaca, and other like animals, and manufactures of—Continued.				
Manufactures of—Continued.				
Dress goods, women's and children's (square yards)	dut..			
Knit fabrics	dut..			
Rags, nolls, and waste (pounds)	dut..			
Mungo, flocks, shoddy, nolls, wool extracts, rags and waste (pounds)	dut..			
Shawls	dut..			
Yarns (pounds)	dut..			
All other	dut..			
Total manufactures				
Zinc or spelter, and manufactures of (dutiable):				
In blocks or pigs, and old (pounds)				
Manufactures of				
Total				
All other articles	free.			
Do	dut..			
Total value of merchandise	free.			
Do	dut..			
Total value of exports of foreign merchandise				
From warehouse				
Not from warehouse				
Carried in cars and other land vehicles				
American vessels—				
Steam				
Sailing				
Foreign vessels—				
Steam				
Sailing				

AFRICA.

Following the usual custom of the Review, the continent of Africa, for trade reasons, is considered in four geographical divisions—(1) the Northern, covering the Canary Islands, Madeira, Morocco, Tunis, Tripoli, Algeria, Egypt, and the Sudan; (2) the West Coast, including the British colonies and protectorates of Nigeria, Sierra Leone, Lagos, Gambia, and the Gold Coast; Spanish Guinea; the French possessions of Guinea, Dahomey, the Ivory Coast, the Kongo, and Senegal; the German dependencies of Togoland, Kameroun, and Southwest Africa; the Portuguese possession of Angola; the Kongo Free State, under Belgian influence, and the Republic of Liberia; (3) South Africa, embracing Cape Colony, Natal, Mozambique (the trade of which is largely in transit for the interior), British Central Africa, and Rhodesia (the commerce of which passes chiefly through Cape Colony), Natal, and other South African countries; (4) the East Coast, including Zanzibar, Madagascar, Mauritius, Réunion, German East Africa, British East Africa, Abyssinia, Erythrea, and Somaliland.

RAILROADS IN AFRICA.

Consul-General Hughes, of Coburg, says that according to German reports, railways are distributed over Africa as follows:

Districts.	Length.
	<i>Miles.</i>
In Algeria, Tunis, French Sudan, Somaliland	3,428.8
British East, South, and Central Africa, the Gold Coast, and Lagos	3,381.6
Egypt	2,086.6
Transvaal	1,202.4
Natal	738
Orange River Colony	597.5
Angola and Mozambique	565.9
Kongo Free State	275.9
German East and West Africa	186.4
Erythrea	18.7

NORTH AFRICA.

CANARY ISLANDS.

Consul Berliner, of Teneriffe, says that the quantity of American goods imported in the first six months of 1901 was double that of the entire year of 1900. Nineteen sailing vessels arrived from the United States (eleven of which carried our flag) filled with lumber, oil, wheat, coal, tobacco, lard, and general merchandise. There has also been a gain in the quantity of American products imported via England. The articles all give satisfaction, the only fault found being with the high freight rates. With a direct line of transportation by steam, the consul thinks this difficulty would be obviated.

The exports declared for the United States in the fiscal year 1900 amounted to \$26,933; imports from our country in 1900 (according to our Treasury returns of exports) were \$283,706. No figures as to the total trade are available (in 1898 the imports and exports were \$1,500,000 and \$2,000,000, respectively), but from a report of the French consul at Las Palmas, the following data as to the principal imports are taken:

Paper.—Packing and writing paper comes mostly from Germany and Spain; value, 265,000 pesetas (\$42,400).

Wall paper.—In about equal quantities from Germany and England; value, 210,000 pesetas (\$33,600).

Perfumeries.—The French article is mostly in demand. Germany and England furnish cheaper toilet soaps; value, 210,000 pesetas (\$33,600).

Bronze goods.—Parisian manufactures are in great demand. In some kinds, Germany competes; value, 60,000 pesetas (\$9,600).

Jewelry and watches.—Mostly from Germany. The United States, Germany, and Switzerland furnish clocks; value, 261,000 pesetas (\$41,760).

Firearms.—Belgium supplies cheap kinds.

Petroleum.—Exclusively from the United States; value, 350,000 pesetas (\$56,000).

Wax candles.—English brands, on account of low price, have preference; value, 95,000 pesetas (\$15,200).

Oils.—Olive oil is used in large quantities; it comes mostly from Sevilla. French and Italian find less favor; value, 390,000 pesetas (\$62,400).

Wine.—Only French champagne is imported; value, 27,000 pesetas (\$4,320).

Wood and goods of wood.—Building timber and wood for cabinetwork come from the United States and Sweden. Of wooden furniture, the more common kinds come from Spain; the finer ones from France and England; value, 750,000 pesetas (\$120,000).

Iron bedsteads.—The Spanish make has a monopoly of the market; value, 95,000 pesetas (\$15,200).

Cutlery, etc.—Imported mainly from Germany. Some of the finer kinds of table knives and divers instruments from Sheffield; value, 27,000 pesetas (\$4,320).

Cement.—Until recently, English cement only was in demand. Now the Belgian product, on account of lower price, is taken; value, 325,000 pesetas (\$52,000).

Glass and porcelain.—The cheaper grades of glassware come from Belgium and Germany. The finer kinds, as well as faience and porcelain goods, are almost exclusively imported from France; value, 178,000 pesetas (\$28,480).

Preserves.—Imported from England, France, and Spain; value, 135,000 pesetas (\$21,600).

Chemicals and pharmaceutical goods.—Imported from France, Germany, and Spain; value, 182,000 pesetas (\$29,120).

Chemical fertilizers.—Imported from England and Germany; value, 800,000 pesetas (\$128,000).

Leather and leather goods.—Mostly from Spain; value, 795,000 pesetas (\$127,200).

Spirits.—Exclusively from Germany; value, 970,000 pesetas (\$155,200).

Cereals.—Wheat, barley, and corn are imported from Morocco and the Argentine Republic, if home crops are insufficient; value, 1,280,400 pesetas (\$204,864).

Flour.—From France, Spain, and the Argentine Republic.

Ironware.—Imported mostly from Germany; value, 204,000 pesetas (\$32,640).

MADEIRA.

A British foreign office report (No. 2677), gives the import trade of Madeira for 1900 as \$1,849,051 and the export trade as \$1,207,179. The United States' share of the export trade was \$652, and of the import trade, \$540,454. Wine, butter, eggs, fruit, and embroidery constitute the chief exports. The United States sends cereals, staves, oil, etc., to the island.

MOROCCO.

The total imports in 1898 (no later statistics obtainable) were \$1,450,000; the exports, \$1,958,500. No returns of trade with the United States are available, except those of declared exports to our country.

which, for the fiscal year 1900, amounted to \$672,000. The United Kingdom sends over 60 per cent of the imports into Morocco, and takes about 26 per cent of the exports. Germany's share of the import and export trade is about 7 per cent and 17 per cent, respectively; France's, about 21 per cent and 26 per cent.

Consul-General Gummeré sends from Tangier, October 5, 1901, copy of a letter from the minister of foreign affairs of Morocco, stating that the Sultan has decided to open the coast trade in that country for certain articles—that is, to permit grain, fowls, vegetables, etc., to be freely transported from port to port. Mr. Gummeré adds:

This will be a great boon to the poor people, as heretofore, there has been a tariff which prevented such trade. During periods of scarcity here, when barley and wheat were selling at exorbitant prices, farther down the coast at Casa Blanca or Saffi, where the land is remarkably fertile, grain was so cheap as not to pay for the reaping, and was allowed to rot in the fields; and yet not a bushel of it was permitted to be transported to this or any other port by sea, which was the only practicable route. This new order will change all this, and is the direct result of the influence of the English Government.

An article in *La Gazette Coloniale*, of Brussels, says:

Morocco is rich in various kinds of minerals. The most widely distributed are copper, lead, zinc, antimony, mercury, and iron; also metals belonging to the platinum group—platinum, iridium, palladium, etc. In some places, manganese and chromium have been discovered, and it is a well-known fact that Morocco possesses large beds of phosphate of lime. The copper ore is very often argentiferous and sometimes auriferous, and is found everywhere in the region of Sous and of Tangier. Iron mines are numerous, and the presence of gold has been quite recently indicated. Lead ore, which is always more or less argentiferous, is frequently found in different parts of North Africa, though usually subordinate to the presence of other metals, as copper and zinc, in the same beds. The mines of Gar Rouban, on the frontier of Morocco, and veins cropping out in various parts of the Empire indicate the abundant presence of this metal.

ALGERIA.

La Quinzaine Coloniale, Paris, November 25, 1901, values the total import trade of Algeria for the year 1900 at \$55,919,533, compared with \$65,446,475 in the preceding year. The export trade is figured at \$66,578,422 in 1900 and at \$67,351,257 in 1899.

The total exportation of wine was:

Year.	Gallons.	Value.
1899	125,604,520	\$27,263,231
1900	64,484,376	10,119,665

German official reports contain the following statement of the mineral production in Algeria in the past two years:

Description.	1899.	1900.
	<i>Tons.</i>	<i>Tons.</i>
Phosphates	281,113	273,500
Iron	633,304	604,053
Copper	1,596	24
Lead	6,217	2,064
Zinc	36,952	30,250
Total	969,182	909,911

The following appears in *La Gazette Coloniale*, of Brussels:

The government of Algeria has just published its programme of colonization for the next season. The Algerian system is based upon gratuitous concessions of land and the creation of villages at points chosen by the administration. The plan for 1900-1901 comprises the creation of twenty villages and the enlargement of nine. The area to be given up to colonization is about 111,195 acres, plus 1,200 to 1,500 acres of reserve for the pasture grounds. The number of lots being one thousand, the average of each is 111 acres; but the area varies from 62 to 247 acres, according to the quality of the lands and the distance from the seacoast. Every village comprises from thirty to seventy households. To obtain a concession, the applicant must be French; he must pledge himself to a residence of five years (which term may be reduced after three years, if there has been an expenditure of \$9.65 per acre); he must give proof of having a capital of at least \$965, which may be represented by property in France.

A recent report by Consul Covert, of Lyons, has the following:

Among the colonies and dependencies of France, there is none the commerce of which has been so advantageous to the mother country as that of Algeria. Beginning with 8,000,000 francs (\$1,600,000 in round numbers) in 1830, it rose to \$10,000,000 in 1840 and to nearly \$13,000,000 in 1850, to \$31,000,000 in 1860, to over \$60,000,000 in 1870, and to \$95,000,000 in 1880. During the years 1881-84, considerable railroad building was carried on in the colony, opening up large sections of the country to cultivation, and the exchanges with the mother country continue to increase. In 1890, they were \$109,000,000; in 1898, \$117,000,000; and in 1899, \$123,000,000.

Of the \$100,000,000 worth of goods which France sells to her colonies, \$54,000,000 worth goes to Algeria. The laws regulating the commerce of France with her colonies are so framed as to discriminate in favor of French products, French shipping, and every interest of the mother country.

It is stated that the imports into Algeria from other nations are steadily declining. The exchanges in exports and imports between France and the colony have almost equally balanced during the past fifty years. The articles in which an augmentation of sales to Algeria are noted are cotton fabrics, beer, wines, preserved meats, fruits and vegetables, edible pastes, and rice from Indo-China.

France now buys from foreign countries wheat, tan bark, olive oil, cork, wool, beef, and mutton, which she hopes in the near future to import direct from her citizens in Algeria.

At the meeting of the National Agricultural Society, reported in the *Journal Officiel* of November 12, 1901, Algeria was the chief subject of discussion. Dr. Trabut said that the cultivation of peaches, plums, and cherries had not thus far been very successful in Algeria, but that orange culture was very prosperous, above all in the mountainous regions. Fig culture had become one of the great resources of the country, some 27,000,000 pounds of figs having been exported in 1899. The exportation of dates is increasing. Banana trees have been successfully cultivated only on the seacoast, but this plant demands exceptional care—shelter, rich warm soil, and a great deal of water.

The speaker urged the wider cultivation of the olive. Algeria does not now produce enough oil for her home consumption, yet there are hundreds of thousands of wild olives in the colony.

Much has been written about the wheat-producing capacities of Algeria. Members of agricultural societies say that they expect in a few years to be able to make up for any deficit in their home crop by imports from this colony. Whatever reciprocity arrangements may be made between France and the United States, this country counts upon being supplied within a short time with all the fruits and food stuffs she needs from Algeria.

TUNIS.

The trade of Tunis with the principal countries participating, says Vice-Consul Touhay, is as follows:

	Exports.	Imports.
France.....	\$4, 202, 177	\$7, 075, 563
Algeria.....	738, 155	892, 287
England.....	893, 410	1, 209, 037
Belgium.....	169, 128	195, 123
Italy.....	1, 206, 285	822, 570

The total exports in 1900 amounted to \$8,214,116, against \$9,540,657 in 1899, and the imports to \$11,772,254, against \$11,765,200 in the preceding year. The exports to the United States in 1900 were valued at \$5,983 and the imports therefrom at \$391,808. As a natural result of the French protectorate, France absorbs about two-thirds of the trade. Olive oil and wine, the chief products, are nearly all shipped to France; Italy also taking part of the olive oil. The chief item of import from the United States in the year under review was agricultural machinery—\$126,051; tobacco, lard, corn, oil, pork, saws, tools and hardware, and cheese and condensed milk were among the other items. Sponges and goatskins are shipped to this country. In 1901, sewing machines appear in the returns of imports from the United States. It should be noted, says Mr. Touhay, that all our products reach Tunis via France; when we can succeed in establishing a direct transport service, our trade will be largely extended.

An article in *La Quinzaine Coloniale*, of Paris, says:

Bizerta is one of the points of Tunis which has undergone the most complete transformation since the protectorate was established. Before 1890, this little Arab town did not have more than 5,000 inhabitants; its port—a flourishing one in the days of piracy—and the canal uniting it to the lake, were choked with sand, admitting only vessels of the smallest draft. Now, a French town has sprung up by its side, whose population is estimated at 20,000 inhabitants, including 4,500 Europeans, 2,000 French civil employees, and 5,000 troops. A complete system of forts and batteries is being constructed around it. A canal, 29½ feet deep and 210 feet wide, allows entrance to the largest ironclads. Two piers protect the port, which will be sheltered by a mole. Parliament has voted a sum of \$1,659,800 for additional works. A wharf 218 yards long, accessible to vessels drawing 23 feet of water, has been built on the banks of the canal, equipped with lifting engines, sheds, iron railways, and water pipes to facilitate the loading and unloading of vessels. In five years, the Port Company has executed an immense work, costing not less than \$2,026,500, of which \$868,500 has been paid by the company, and \$1,158,000 remains at the charge of the Tunis budget.

The admirable situation of Bizerta, near Cape Blanco, the most northern point of the African continent, and on the direct route from Gibraltar to Port Said, permits it to compete under the most favorable conditions with Algiers and Malta in the revictualing of vessels going to or returning from the Orient. As regards supplies, it is infinitely better endowed than Malta, which produces nothing, and is quite as well favored as Algiers. Fresh stores, beef, fish, and vegetables are found in abundance; the water is excellent in quality and unlimited in quantity. The waters of the whole Tunisian coast abound in fish. In 1897, the Port Company caught 11,023,000 pounds of fish, of which 220,460 pounds were exported to France. A recent official publication of Tunis says: There is no reason why Tunis should not rival Algeria, whose fruits and kitchen-garden products are now consumed everywhere in France, and in Europe generally. It is only thirty-six hours distant from Marseilles, with a fertile soil and an agreeable and healthy climate. There is no dead season in Tunis; no frost to harden the ground; the farmer has two or three months more in which to prepare his ground than in France, and manual labor (that is, Arab) is cheap.

The visitor in summer or autumn is struck with the nakedness of the country; but with the first rains, the ground is covered with flowers and verdure, and one recognizes the land which was once a granary of ancient Rome.

TRIPOLI.

A British Foreign Office Report, No. 2634, contains the following:

The total value of imports in 1900 was estimated at \$2,430,817, as against \$1,873,116 in the previous year. The export trade was figured at \$2,036,630 in 1900, compared with \$1,997,698 in 1899. The United States' share in the export trade was valued at \$236,025 in 1900 and \$243,325 in 1899. The following table shows the principal articles of import into Tripoli and their values in 1900:

Flour	\$622, 912	Provisions	\$92, 464
British cloth manufactures	418, 519	Yarn	85, 164
Foreign cloth manufactures.....	104, 630	Iron	82, 731
Tobacco	158, 161	Tea	58, 398
Colonial produce	131, 396	Rice	52, 558
Wheat and barley	119, 229	Coffee	44, 772
Sugar	118, 743		

SUDAN.

Consul-General Guenther, of Frankfort, says:

According to Paris reports, the commerce of the Sudan in 1900 was very favorable, although the projected railroad, which will connect the North African coast with the interior, has not yet been completed. Commerce moves by caravan in the direction of Tripoli and Morocco.

Perfumeries are an important article of commerce, imported by a Bulgarian house from German firms in Leipzig. Notions and tinware, nails, chains, locks, iron and brass wire, and copper bars of medium size are mostly of German origin. The caravans also carry jewelry from Austria, Germany, and Italy.

The following details concerning imports into the Central Sudan are taken from the Bulletin de Géographie Commerciale, Paris:

Most of the merchandise sold in the markets of In-Salah, Ghat, and Ghadamès is introduced through Tripoli and Morocco. Of the tissues imported from Europe into Tripoli, seven-tenths, at least, are sent to the Sudan. Woolen textiles are nearly all of Austrian origin; cottons, calicoes, and indiennes of all kinds come from England, mostly from Manchester. Only one French house is represented in this importation. Ninety per cent of the sugar comes from Austria. This sugar, almost always powdered, is packed in waterproof sacks, solidly made to bear transportation. Tea, generally from Malta, is carried by every caravan. The original Chinese boxes are covered with strong, coarse canvas and then wrapped in fresh skins. The packages weigh a little over 8 ounces.

Hardware and tinware come from Germany. The articles most in demand are padlocks, hinges, chains of small size, tacks, nails, iron bars three-tenths to 5½ inches square, iron and brass wire, and medium-sized copper wire. Glass and glass beads are either of Italian or Austrian origin. Hand glasses and small decorated mirrors are in great demand, and beads of all kinds—white, cream, and ivory especially—have a good sale. For necklaces, bracelets, and rosaries, colored beads are used and gold-colored ones for embroideries. Besides necklaces of beads, coral, and shell, all caravans carry necklaces, rings, bracelets, and brooches of silver. There is little sale for gold jewelry, but plated jewelry is always sought, as are imitation jewels. These must be either red, blue, or white. These articles come from Germany, Austria, Italy, and America.

The most important import of all is that of essences and perfumes. A single caravan often carries \$4,000 worth of essences, and the average yearly sales amount to over \$80,000. Bulgaria and Germany have almost the monopoly of this trade. These essences are generally good and remarkably cheap; they are sold by the pound, according to quality, and consist chiefly of musk, jasmine, geranium, sandalwood, mint, cinnamon, nutmeg, and cloves. Another import of increasing importance consists of the various coverings or mantles used by the Arabs, haicks, serouals, bournous, etc. The Jews of Tripoli manufacture enormous quantities of these, which find their way as far as Darfour and the Egyptian Sudan.

EGYPT.

The following extracts are taken from a report by Lord Cromer, British agent and consul-general in Egypt, on conditions in Egypt and the Sudan for 1900:

COMMERCE.

The following table shows the value of trade in 1899 and 1900. The figures for 1900 are the highest yet reached in Egypt.

Imports and exports.	1899.		1900.		Increase in 1900.
Imports.....	£11,442,000	\$56,557,806	£14,112,000	\$69,755,616	\$13,197,810
Exports.....	15,851,000	76,879,993	16,766,000	82,874,338	6,994,345
Total	26,793,000	132,437,799	30,878,000	152,629,954	20,192,156

* Egyptian pound.

The increase in the value of imports is chiefly due to the growth of trade; also to the abnormal importation of grain, consequent on the low Nile of 1899, of which the full effects were felt in 1900, and the rise in prices and freights. The following are the principal increases in quantities during the year 1900, as compared with the average imported during the five years ended 1899:

Article.	Mean of five years, 1895-1899.	Quantity, 1900.	Increase in 1900.
			<i>Per cent.</i>
Cement.....	barrels.. 145,500	425,400	192
Sugar.....	cwts.. 44,550	116,640	162
Butter.....	pounds.. 1,821,000	3,498,700	92
Oil.....	do.... 1,918,002	3,630,976	89
Sesame.....	tons.. 8,670	6,362	73
Cotton goods.....	yards.. 7,329,160	12,804,280	74
Do.....	pounds.. 38,185,877	42,114,474	10
Tea.....	do.... 225,972	378,830	68
Rice.....	tons.. 20,711	30,408	47
Barley.....	do.... 9,819	15,260	55
Salt meat.....	pounds.. 1,764,782	2,561,745	45

The sugar imported into the country comes almost entirely from Russia and Austria. The revival of trade with the Sudan accounts for the increase in cotton goods. Machinery imported shows an increase of 40 per cent. The gain in the importation of cement is due to the Assouan reservoir and other public works. There appears to be a considerable demand for candles, sugar, and tea in the Sudan. There is also a considerable increase in the importation of petroleum. Tanks have been erected both at Suez and at Alexandria for the purpose of importing petroleum in bulk; 9,892 tons were imported in bulk in 1900.

WORKS ON THE NILE.

Excellent progress was made during the year upon the works at Assouan and Assiout; it is expected that both will be completed and ready for the flood of 1902. The value of permanent work executed up to date at Assouan is \$4,943,000, of which \$3,212,950 was done in 1900. The average number of men employed upon this work was: Europeans, 1,114; natives, 7,026; total, 8,140.

The principal work done during the year was the construction of the foundations of the dam in three branches. Temporary stone dams were made round each of these openings and the water was pumped out. The rock below the surface is of inferior quality, and it was found necessary to carry the foundations of the dam 30 to 40 feet deeper than had been estimated. The total length of the Assouan dam is 2,180 yards, of which 1,853 yards of the foundation had been laid by the end of 1900. The average height of the masonry completed over this length is 4.3 yards above low-water level. Of the 180 undersluices, 130 were in progress in 1900, 20 of

these being lined with cast iron. The total amount of masonry executed during the year was 5,297,490 cubic feet; 1,765,830 cubic feet of rock were excavated.

At Assiout, the foundations were laid on a length of 262 yards of the 907 yards of barrage. A length of 493 yards of floor was completed and the piers of 61 sluice openings were carried to a height above summer-water level. An attempt was made to take advantage of the low level of the river and carry the work right across. The work was nearly completed when the earthen dams surrounding it burst, and further progress was stopped for the season. The portion of the floor actually left untouched is 21.8 yards, but it is complete under 21 of the sluice openings. The total quantity of concrete and masonry executed up to date is 3,838,278 cubic feet, of which 2,523,053 cubic feet were executed in 1900. The total expenditure up to date has been \$2,760,458, including preliminary works, plant, and land; 39,223,675 cubic feet of earthwork have been executed, and 1,751,332 sand bags have been used; 2,108 lineal yards of cast-iron sheet piles have been driven; 381 Europeans were employed in the work in 1900, and an average of 12,500 natives at the time when the pressure was greatest. A special staff was occupied throughout the year in preparing the projects for the works necessitated in Upper Egypt by the transformation of large tracts of country from basin into perennial irrigation.

The value of the irrigation work was never better exemplified than in 1900, when, in spite of the lowest Nile of which any record exists, the cotton crop was not merely saved, but treated in so skillful a manner as to give a yield which a few years ago would have been considered impossible, even when the flood was most abundant.

THE SUDD IN THE BAHR-EL-GEBEL.

The removal of the greater portion of this obstacle was successfully accomplished in 1900, and through navigation was restored between Khartoum and Refaj, on the Upper Nile. Instead of the sudd being, as had been supposed, a tangle of weed floating on the water and descending a few feet below the surface, it proved in most cases to be a mass of decayed vegetation, papyrus roots, and earth, much resembling peat in its consistency, and compressed into such solidity by the force of the current that men could walk over it everywhere, and even elephants could in places cross it without danger. The most effectual method of removing it was found to be by cutting deep trenches on the surface, thus dividing it into rectangular blocks of some 10 feet square. These were hauled out, block by block, by means of chains and wire hawsers attached to the gunboats.

RAILWAYS.

Of the improvements which have been effected during the year, that which has had the greatest effect is the putting into service of 200 30-ton American wagons. The complaint of want of wagons has almost ceased to exist, mainly owing to the great addition to our carrying power, which is represented not only by the capacity of the wagons, but by the fact that, owing to their extreme lightness, our goods engines can draw 20 per cent more net loads in these than in our ordinary stock. These very light wagons are produced by a special process, for which only two firms, one in England and one in the United States, possess the necessary appliances. The English firm lays itself out for a heavier class of work, which finds favor with English engineers. Its prices are high, and as it is extremely full of work, it is not in a position to give very quick delivery. The American firm lays itself out for a very light and cheap, while fairly serviceable class of work, which is very rapidly produced. A little too much has been sacrificed to lightness in points which are, perhaps, of small importance in the United States, but of considerable importance here. These, however, are all minor matters, and are well worth sacrificing for the great gain in carrying capacity obtained in a short time and at a very small cost.

The wagons have successfully met the special exigency for which they were ordered, and they have also given us experience which has enabled us to order a more satisfactory type for future use when the emergency is passed.

Thirty locomotives were ordered during the year, and it will probably be necessary to order about this number annually for some years to replace worn-out engines and to meet the ordinary expansion of traffic. The American offers were in every case the most favorable; but as American firms do not make engines to our standard designs, one order for ten was given to a Glasgow firm for a design prepared by our locomotive engineer, which seems likely to prove very suitable for heavy passenger, and perhaps also for light, fast goods trains. It is very similar to a type introduced on the Great Western Railway some fifteen years ago. The time of delivery is, however, so long that it is a question whether we shall not have to give another order to America before they arrive.

The English make of rolling stock has been largely and successfully used in Egypt since the commencement of its railways, and the working staff is thoroughly conversant with its use. Thirty-one English locomotives have been introduced since 1885, and 12 are shortly due; 10 are passenger engines, slightly exceeding the standard type in weight and power, and 2 are powerful trial engines—1 passenger and 1 goods—weighing, respectively, 65 and 68 tons (working order). English rolling stock also includes 70 first-class carriages and 600 wagons. The equipment of American make now in use covers 20 locomotives and 300 wagons, and there are 22 locomotives which have not as yet been put into traffic. The 20 locomotives in use are of the freight type, and inasmuch as they have already run an average of nearly 70,000 miles without having entered the workshops for general repairs, they have earned for themselves a satisfactory reputation as regards design and quality of material. The 22 American engines on order consist of 2 trial engines—1 passenger and 1 goods—of 65 and 67 tons weight, respectively (working order); 10 passenger and 10 shunting engines. The workmanship of these locomotives, with the exception of the working parts, is rough, and far short of the finish that is considered desirable by European engineers, and it would be a satisfaction if a mutual standard of finish could be fixed, in order that firms might compete on the same basis. The expense incurred in neatly finishing portions, other than working portions, is very considerable and goes far to account for the difference in cost between the American and English make of locomotive.

The make of American and English locomotives differs so widely that it does not follow that two engines—one American and one English—of similar weight and power, and equally good in design and quality of material, should give the same result in a strange land, where for many years the staff has been accustomed to the use of the latter type. In introducing a new type, intricate details have to be simplified to suit the capacity of the mechanic, and the latter trained to the new conditions; moreover, the American engines appear to consume more coal. These two conditions, in a country where the mechanic adapts himself slowly and unwillingly to changes and where coal is expensive (\$6.08 a ton), must ever be important factors when comparing the utility of the English and American locomotive for use in Egypt.

From Belgium, 202 locomotives have been supplied to the Egyptian railway administration since 1886. These 202, although (with the exception of 24) constructed to the same drawings and specification and exactly similar, so far as the eye can judge, to 28 others of English make, have given very different results, especially in the boiler tubes. A comparison of the boiler tubes of 74 passenger engines, which are apparently identical, shows that the life of the tubes of the 18 engines of English make has averaged nine years and eleven months and 264,356 miles, as against six years and six months and 183,743 miles in the case of the 58 engines of Belgian make.

It is quite possible that in the course of the next two or three years, several branch lines will have to be closed to traffic for renewal, as bridges, locomotives, carriages, and wagons are wearing out almost as rapidly as they can be repaired or replaced. With all these drawbacks, there has been an increase of \$237,264 in the net earnings of the Egyptian railways during the year.

AGRICULTURAL LOANS.

Money may be advanced to the cultivators either by the Government or by a private bank. The bank incurs the whole financial responsibility, takes all the profits, and bears all the losses, and through its own agents does all the work of lending. In every district in which operations are undertaken, an agent is appointed, who receives a commission of 1 per cent per annum on any loan that he may make. These agents are placed under the general supervision of one English inspector, who visits the villages where operations have been undertaken. It is only when the stage of repayment is reached that the Government steps in. The taxgatherers collect the money due to the bank at the same time as the land tax. Money is advanced at the rate of 10 per cent, of which 1 per cent goes to the local agents in the form of commission. Of the remaining 9 per cent, it is estimated that about 3 per cent goes in covering the expenses of the bank, leaving a net profit of 6 per cent, from which bad debts have to be deducted. The whole of Lower Egypt is now comprised in the sphere of operations. In 1900, 9,500 advances, amounting in all to \$681,051, were made. The bank is now prepared to advance money in small loans up to a maximum amount of \$1,235,750.

CONDITIONS IN THE SUDAN.

Complete tranquillity has prevailed throughout all the districts administered by the Sudan Government. A fairly good water supply and abundant rains have produced

exceptional crops; the supply of grain is plentiful, and the market prices lower than they have been for many years. These facts, added to a general feeling of security and immunity from interference, have gone far toward establishing a condition of apparent contentment and satisfaction.

Not only has the opening up of communication with the far reaches of the Upper Nile placed the northern posts of Uganda in comparatively close touch with Khartoum and Cairo, but it has also enabled the Kongo Free State authorities to begin drawing their supplies by the Nile Valley instead of by the circuitous West African and Kongo route. Paucity of steamers is for the present an unfortunate obstacle to any trade development on an extensive scale, but it is hoped that with the next high Nile, more steamers may be brought up from the Assouan-Halfa reach. A government post has now been established near Kers, some 55 miles north of the Kongo Free State station at Reggaf.

MILITARY COLONIZATION.

Early in the year, it was decided to distribute among the various provinces a portion of the large garrison then concentrated at Omdurman, and later on, the general tranquillity prevailing throughout the country rendered possible a considerable reduction of the Egyptian army. Many old Sudanese soldiers whose discharge had been promised on the reconquest of the Sudan were permitted to leave. Several of these elected to return to their old homes, but upward of 800 men, together with their wives and children, consented to form colonies in various parts of the Sudan. Villages for these colonists have now been established on the Blue and White Niles and in the Kassala district, and, as far as can be judged at present, they are likely to prove popular and of eventual advantage to the various provinces in which they are located. Each colonist is granted from 2 to 3 acres of good rain or pasture land and 1 acre of the Nile foreshore, besides grain for sowing. In addition, durra is given to each man, woman, and child, in order to support themselves until they have gathered sufficient crops from their own lands. Colonies are organized on a more or less military basis, a well-known and capable noncommissioned officer being selected as chief or sheik. Some of these villages have already started their own markets; it is hoped mosques and schools will be eventually provided. So far, the experiment has proved a distinct success.

WEST COAST.

The following table, submitted by Consul-General Skinner, of Marseilles, shows the development of the trade of the west coast of Africa:

Total commercial movement of colonies (importations and exportations).

Colony.	Length of coast.		1891.	1896.	1899.	Belonging to—
	Kilometers.	Miles.				
Mauritania	600	372.8	.....	\$1,871	\$4,847	Spain.
Senegal	1,000	621.4	\$6,013,108	7,956,065	14,206,968	France.
Gambia	20	12.4	1,694,172	1,929,066	2,383,164	Great Britain.
Portuguese Guinea	220	136.7	106,586	389,088	991,055	Portugal.
French Guinea	260	161.6	1,433,376	1,988,479	4,806,279	France.
Sierra Leone	300	186.4	4,192,268	4,245,647	4,329,569	Great Britain.
Liberia	460	285.8	.....	.....	482,500	Independent.
Ivory Coast	480	298.2	1,319,704	1,294,258	2,364,829	France.
Gold Coast	450	279.6	6,513,750	8,730,162	10,106,252	Great Britain.
Togo land	40	24.8	.....	1,302,750	1,402,991	Germany.
Dahomey	100	62.1	3,694,020	4,065,352	4,838,124	France.
Lagos	900	559.2	6,296,625	8,209,255	8,640,081	Great Britain.
Nigeria			7,527,000	7,697,226	7,272,626	Do.
Kameroun	400	248.5	2,136,510	2,350,740	3,811,750	Germany.
Rio-Muni	150	93.2	.....	.....	.....	Spain.
Gaboon Kongo	900	559.2	810,600	2,045,414	2,569,795	France.
Kongo Free State	100	62.1	3,408,959	4,624,666	11,270,402	Belgium.
Angola	1,200	745.6	8,492,000	8,598,500	12,504,663	Portugal.
German Southwest Africa ..	1,250	776.7	.....	.....	2,474,720	Germany.

BRITISH WEST AFRICA.

SIERRA LEONE.

A British colonial report gives the total value of imports for 1900 at \$2,716,826, as against \$3,356,941 in the previous year. The total value of exports in 1900 was \$1,765,279, being an increase of \$130,082. The United States, it is stated, holds the market for lumber and kerosene oil, the other principal articles coming from our country being biscuit in barrels, provisions, and beef and pork. The total value of imports from the United States was \$215,946 in 1900.

GAMBIA.

The value of imports in 1900, according to official returns, was \$946,087, exclusive of specie. The exports for the same period were \$117,391. The importation of cotton goods amounted to \$298,136. The value of the principal articles of export was:

Kola nuts	\$11,096	Rubber	\$49,716
Ground nuts	1,079,589	Wax	4,487
Palm kernels	4,964	Hides	1,791

LAGOS.

British colonial returns give the value of imports in 1900 as \$4,040,000, of which England sent \$3,285,000 and the United States \$25,700. The exports were \$4,307,000, and \$1,054,000 of this went to the mother country and none to the United States.

A recent report from Consul Boyle, of Liverpool, refers to the experiments in cotton growing in Lagos. He says, in part:

Messrs. Elder, Dempster & Co., an enterprising Liverpool firm of shipowners, are arranging to send six American cotton-growing experts to the west coast of Africa to institute experiments in the growing of cotton in that region. In the early "sixties," cotton growing was started on the west coast of Africa, the incentive being the opportunity afforded by the disorganization of the cotton trade consequent on the civil war. The experiments can not be considered to have been a success. Liverpool received nearly all the cotton exported from west Africa. In 1864, 1,710 bales were received here. The largest number of bales received since then was in 1869, when 19,300 bales came to Liverpool. Since that date, the figures have fluctuated, showing a tendency, however, to a steady decrease. In 1870, 13,000 bales of west Africa cotton were imported into Liverpool; in 1880, the number of bales was 574; in 1890, 3,333 bales arrived; in 1895, 207; the next year not one bale was received; in 1897 just one solitary bale came, and since then a few hundred bales have annually been imported. The west African cotton that has come here has been of the short-staple variety, and not of a very good color. It is, however, a fairly good cotton, with a better staple than the East Indian. When "middling American" was quoted last year at 5½d. (11 cents), "West African" was quoted at 4½d. to 5d. (9½ to 10 cents).

It might occur to American cotton men that the extra distance from the west coast of Africa to Liverpool (Lagos is 4,387 miles from Liverpool), as compared with that from the American seaboard, would permanently prevent west-coast cotton from competing with American cotton. It should be borne in mind, however, that the American cotton, or rather the English buyer, is handicapped by the fact that in most cases, ships which bring over cotton from the United States to England have to make the return trip largely in ballast, so that one voyage across the Atlantic must practically pay for two. This is because the ships have little or no cargo to take westward. With the west coast, however, it would be different. The trade between Liverpool and the west coast of Africa is profitable both ways, the ships bringing all sorts of raw material from Africa to Liverpool

and taking back full cargoes of manufactured articles. Its west African trade is one of the most prosperous that Liverpool has, and it is growing all the time. The development of cotton growing on the west coast would undoubtedly greatly increase the export trade of Liverpool to that region. It is easy to see, therefore, that the freight charges from Africa, while for a much longer distance, need not necessarily be greater than from the American coast; that is, the shipowners can afford to charge less freight rates for the reason that they make money both ways. If, therefore, this experiment on the west coast be successful, American cotton growers may be faced with a competition (even though limited) which heretofore has been thought absolutely out of the question.

Elder, Dempster & Co. are not oversanguine as to the result; they look upon their enterprise as purely experimental. It is safe to assume, however, that the trials conducted under their auspices will be thorough and conclusive. No shipping company in the world is so familiar with existing conditions on the west African coast as this firm, and the managers are experienced in the development of new and vast enterprises. They do more business, not only as carriers, but commercially, with the west coast of Africa than any other firm in the world. Elder, Dempster & Co. realize that even though the soil and climate of the west coast be favorable to their cotton-growing experiment, they are confronted with a great obstacle in the indisposition of the native labor to hard physical toil, the actual necessities of a primitive form of existence on the coast being easily obtainable with little or no work.

GOLD COAST.

Imports in 1900 were valued in colonial returns at \$6,301,900, about the same as in 1899, when \$246,800 worth came from the United States. Exports amounted to \$4,309,000 in 1900 and to \$5,400,000 in 1899, and some \$59,700 of the last was sent to our country.

Consul-General Smith sends from Monrovia, Liberia, newspaper articles bearing upon west African commerce, from which the following is taken in regard to the Gold Coast:

Considerable activity prevails at Sekondi, and the resources of the town are strained to the utmost to find accommodations for the crowds of prospectors, engineers, and mining people generally disgorged by every steamer. A tremendous lot of goods is arriving every week—hundreds of tons of stores, without counting machinery. There is some talk of the governor of the colony removing from Accra to Sekondi. Sekondi, besides being the starting point of the railway, is the only possible port on the Gold Coast. A natural breakwater makes landing in keel boats practicable, and a pier is being built which will carry the trucks out straight to the lighters. The expenditure of a comparatively small sum in harbor works would make it by far the most flourishing place on the coast. At Accra, the surf makes passenger traffic dangerous, and goods and machinery ruinously expensive. A large number of prominent American managers are going up and down between Sekondi and Prestea. Mining prospects generally are, without doubt, far more bright than ever in the past, and now that money is being poured into the country by the big mining companies and the numberless exploration syndicates, the Gold Coast, as a great mining field, should soon justify the confidence reposed in it.

It is said that Messrs. Elder, Dempster & Co., recognizing the necessity of providing for the great development in passenger traffic to the Gold Coast, have decided to inaugurate a rapid trimonthly service from Liverpool. The only port of call between Liverpool and the Gold Coast will be Monrovia, where there will be a stay of an hour or two. From the Gold Coast, the steamers engaged in the new service will proceed to Lagos and other ports according to the ordinary timetable arrangement. It will now be possible to go from Liverpool to the Gold Coast in thirteen days.

NIGERIA.

The following is taken from British colonial reports:

Statistics show a net increase in the total trade of the protectorate of \$522,979 for 1900, as compared with the preceding year. The import trade for 1900-1900

was figured at \$3,532,096, and the exportations for the same period amounted to \$4,325,999. The commerce was distributed by countries as follows:

	Imports.	Exports.
United Kingdom.....	\$2,910,160	\$2,584,543
France.....		229,289
Germany.....	287,394	1,490,758
Holland.....	245,555	39
Other countries.....	89,047	12,370
Total.....	3,532,096	4,325,999

The chief articles of import were liquors, cotton goods, hardware and cutlery, wearing apparel, provisions, salt, and tobacco. With the exception of rubber, the only industry carried on by the natives is the working of the oil palm. The rubber exports amounted to 1,450,367 pounds. Palm oil was sent to the amount of 8,650,226 imperial gallons; palm kernels, 43,569 tons. The exportation of timber from the protectorate is a new feature, and several concessions have been taken up. There is, no doubt, a large quantity of mahogany and other valuable timber. A forestry department has been formed.

FRENCH WEST AFRICA.

SENEGAL.

Consul Strickland, of Gorée-Dakar, says that the imports into the colony of Senegal were valued, in the year 1900, at \$9,361,025. The exports were figured at \$6,586,425. In accounting for the fact that no exports were declared for the United States at that consulate during the fiscal year 1901, Mr. Strickland says:

The articles exported to the United States from this district during the year, embracing presumably gum senegal, gum copal, india rubber, ivory, etc., were shipped to Europe in steamers which trade regularly with this port in payment for European manufactures brought hither by the same means. It is consequently impossible to trace them for a report of the kind requested by the Department of State. Owing to the apathy of Americans in not providing steamship service under complete American control and to the policy which seems to prevail of shutting out American goods as far as possible from Afro-European colonies, the trade of this vast continent gives very little promise of being shared to any extent by our people.

In a later report, Consul Strickland says, on the same subject:

The United States is almost as near the tropical and south temperate parts of Africa as Europe is, and yet, according to the latest estimates, has scarcely 5 per cent of its import trade.

We might easily gain and maintain a respectable footing in this great market if we had well-appointed steamers under the American flag to bring our goods direct to it, and to receive such of the products of Africa as are wanted by our manufacturers in return. If this is done without an unnecessary loss of time, it may quickly change the value of our trade with these parts of Africa from 5 to 15 or 20 per cent of the whole; but if direct communication under the American flag is not soon established with Africa, there are many reasons for believing that we shall not in the future maintain even our present poor ratio of 5 per cent of the trade of a country almost three times the size of Europe, as easily accessible to us, and of probably far greater resources.

The colonies in Africa are, to an extent, being exploited by mercantile companies which have their principal places of business in the cities of Europe, and these companies are largely, in their very organization, inimical to American interests. One shareholder may be a soap manufacturer in Marseilles, interested that the factories of his company in the colony shall not buy American soap; another shareholder may be a cotton manufacturer in Flers or Manchester, and interested that the company shall not buy American cotton goods; and another may be a lumber merchant in Norway, interested that the company shall not deal in Ameri-

can lumber. Thus the Governments, merchants, manufacturers, and shipowners of Europe are in accord on the subject of keeping Americans away from this richest of countries, the development of which they hope to enjoy for ages.

The 150,000,000 people in Africa do not need our bulky grain, nor our cotton, nor our animals, either slaughtered or on the hoof, but they do need our flour, our biscuits, our indian-corn meal, our cotton goods, our hams, preserved meats, fish, vegetables, boots and shoes, tools, machinery and locomotives, with hundreds of other things I need not mention, nearly all of which are now furnished by Europe, even though the country of their origin be the United States. What is needed is the means of getting our goods here under American control.

It may not be amiss to adduce a few facts and figures which are said, above all other arguments, to be convincing. Africa is a country in which considerable leaf tobacco is used, because in a manufactured state its price puts it out of the reach of the natives. There are millions of people inland who consume more or less of it, so that the aggregate is large. The article was introduced by Americans in the days when commerce was carried on by sail, and it is one of the few products of our soil exported to Africa.

Leaf tobacco for this market is generally packed in casks weighing about 800 pounds net, and freighted here principally by steamers coming from Europe, which receive it by transshipment from the various trans-Atlantic lines; and Liverpool is a port through which a large part of it passes. Now, Liverpool lies in a direction northeasterly from New York, about 3,100 miles distant. Gorée-Dakar, in Africa, on the contrary, lies southeasterly from New York; the course hither leads a ship quickly out of fog and bad weather, and the distance is only about 200 miles greater than that from New York to Liverpool—i. e., 3,300 miles. Gorée-Dakar lies in a southwesterly direction from Liverpool, and the distance between the two places is about 2,400 miles. The freight rate on the steamers from Liverpool and Gorée-Dakar varies according to the kind of merchandise, but it may be stated at 25s. (about \$6.25) per ton of 40 cubic feet. The rate for cabin passengers is £18 10s., or about \$90. The way casks of tobacco are measured, they seem to amount to about a ton each, and by the above figures it costs more than three-fourths of 1 cent a pound to get our tobacco from Liverpool to this port. The figures respecting tobacco are true of all merchandise, except that in regard to other goods Europe is a competitor with us.

According to the *Quinzaine Coloniale*, of Paris, a project for completing the railway from Kayes to the Niger has been adopted. The construction of this railway has been recommended from every point of view as the best aid to commerce and to colonization. It was decided upon in 1879, at the same time as the line from Dakar to St. Louis, and work upon the first section was commenced the following year. The work has been abandoned and resumed several times, and in 1898 had only reached Bafoulabe, a distance of about 81 miles. It was then decided to have recourse to a loan. In March of 1901, the general council of the colony agreed to devote a large part of the import duties collected to the completion of this line.

IVORY COAST.

A recent edition of the *Nachrichten für Handel und Industrie*, of Berlin, says:

The foreign trade of the Ivory Coast for 1900 was figured at \$3,311,004, against \$2,364,856 in the preceding year. The imports in 1900 were valued at \$1,752,608, against \$1,233,248 in 1899. The exports for 1900 reached the value of \$1,558,396, compared with \$1,181,608 in 1899. The increase both in imports and exports is remarkable. The development of the trade of the Ivory Coast for the last five years is shown by the following table:

Year.	Imports.	Exports.
1896	\$805,160	\$366,504
1897	914,902	919,789
1898	1,090,006	983,033
1899	1,233,248	1,181,608
1900	1,752,608	1,558,396

The chief articles of import in 1900 were:

Tools	\$527,262	Salt	\$32,477
Beverages	256,616	Flint-lock guns	15,014
Tobacco in leaves	59,628	Gunpowder	13,762
Glassware of all kinds	57,076		

The most important articles of export in 1900 were given by La Dépêche Coloniale:

Articles.	Pounds.	Value.
Raw caoutchouc	2,318,756	\$919,665
Palm oil	9,569,977	23,432
Mahogany	29,532,152	238,156
Palm kernels	6,851,579	101,968
Coffee	54,502	11,928
Gold	18	4,838

DAHOMEY.

Consular Agent Harris reports from Eibenstock:

The colony of Dahomey lies on the Gulf of Guinea between German Togo on the east and the British Niger Territories on the west, while the vast wastes of the Sahara extend away to the north. The climate is hot and unhealthy, but seems to be adapted to producing cotton of a certain grade which is used in the manufacture of coarse textiles. France has been carrying on experiments in this line for some time. Cotton raising in Dahomey is entirely in the hands of the natives. The cotton fields are at a great distance from the coast, and as the means of transportation are primitive, the cotton raised in that region has thus far cut but little figure in the world's markets. It is expected that the Dahomey railroad, when completed, will change this state of affairs.

The Dahomey railroad, which is to extend through the center of the colony, is being carried rapidly forward to completion, about 50 miles being already finished. Over 6,000 natives are employed in the construction of this road, which in all probability will one day be extended through to Lake Chad and connect with the line projected from Algiers through the heart of the desert.

Consul-General Guenther transmits the following from Frankfort:

A Paris letter to the Political Correspondence states that the economical condition of Dahomey is extremely satisfactory and that the expectations entertained when the colony was formed have been surpassed.

The foreign commerce amounted to 25,000,000 francs (\$4,825,000) in 1899 and increased to 28,000,000 francs (\$5,404,000) in 1900. The share of France was 6,882,000 francs (\$1,328,226) in 1899 and 8,388,000 francs (\$1,618,884) in 1900. In 1897, the total commerce amounted to only 14,021,815 francs (\$2,706,210) and in 1898 to 3,000,000 francs (\$579,000) more.

Almost the total increase is on account of imports, the main items of which in 1900 were:

Articles.	Amount.	
	Franks.	
Beverages	4,328,000	\$885,304
Tobacco	1,058,363	204,264
Textiles	8,299,789	636,869
Salt	361,208	69,713
Machinery and tools	308,000	59,444

Germany comes next to France in imports, with a value of 5,076,824 francs (\$979,827).

The following additional details are supplied by Consul Monaghan, of Chemnitz:

England's share of the imports did not amount to more than \$526,278. The customs receipts increased \$63,752 over those of 1899. There were 415 incoming steamships in 1900, with a total tonnage of 393,401 tons, and 416 outgoing steamships, with a tonnage of 393,426 tons.

German official reports give the imports into Dahomey in the year 1900 at \$2,900,000, against \$2,300,000 for the preceding year. The exports in 1900 were valued at \$2,400,000, compared with \$2,400,000 in 1899. The following table shows the values of the chief export articles in 1900:

Palm kernels	\$1,272,992
Palm oil	1,032,977
Caoutchouc	18,021
Kola nuts	15,545
Copra	8,514

In March, 1901, Le Mouvement Geographique, quoted by Consular Agent Harris, of Eibenstock, comments on Dahomey as follows:

The principal products of export are palm seeds and palm oil, the former amounting in 1900 to \$1,270,000 and the latter to \$1,032,977 in value. It is only the products raised in the vicinity of the seacoast that find their way into foreign markets. In order to transport a ton of oil from Abome to Kotonu, under present circumstances, forty carriers must toil ten days through the heat to reach the coast. The cotton of north Dahomey is of excellent quality and sells in Europe for about \$1.35 a pound. The soil is especially adapted to the growing of Virginia cotton.

FRENCH GUINEA.

According to La Gazette Coloniale of Brussels, the commercial movement of French Guinea for the year 1900 was figured as follows:

Importations	\$2,757,282
Exportations	1,916,903
Total	4,674,185

There was a diminution in the import trade of 1900, compared with that of 1889, of \$222,968, and an increase in the exports of \$77,329. The increase of French exports to Guinea during the last five years has been remarkable, as the following table shows:

1896	\$98,961	1899	\$768,141
1897	233,407	1900	826,698
1898	280,505		

The chief articles of the import trade were:

Coarse cotton goods	\$1,007,839	Firearms	\$33,871
Silver coin	348,961	Wine in casks	23,936
Alcohol and brandy	98,094	Pine and tanning woods	23,527
Rice	88,343	Ironware	23,492
Tobacco	59,312	Flour	23,084
Pearl beads	56,538	Galvanized iron	22,165
Salt	52,912	Shoes	18,984
Hardware	43,002	Ship's biscuit	15,485
Powder	37,699		

The following countries were represented in the commerce of the first six months of 1900:

	Imports.	Exports.
England	\$224, 008	\$294, 864
France	155, 332	82, 083
Germany	81, 810	87, 185
Sierra Leone	28, 026	45, 667
United States	8, 846	-----
French colonies	4, 381	-----

FRENCH KONGO.

La Dépêche Coloniale says that the imports into the French Kongo reached a value of \$2,037,090 in 1900. The export trade was figured at \$1,455,126. The following table gives the share of the principal countries in the import trade:

France	\$938, 544
Great Britain	583, 861
Germany	216, 143
Belgium	140, 890
Netherlands	96, 500

The United States and the neighboring colonies have only a small representation in this trade, of which the figures are not given.

In regard to the cotton-piece-goods trade of the French Kongo, the Board of Trade Journal of London says:

The annual consumption of the French Kongo during the last few years has been from 500,000 to 600,000 pieces of different kinds, of which seven-tenths are dyed or woven colored goods. More than nine-tenths of these are of other than French manufacture, being chiefly Manchester goods, and goods from Ghent and Zurich, a small quantity also coming from Holland. Explorers formerly bought largely of French manufactured goods, and made efforts to place French piece goods on the markets of the Upper Ogowé, Sangha, and Oubanghi. These efforts, however, were unsuccessful, French piece goods being stated to be either too good for noncivilized markets or not prepared according to the taste of the natives. The chief centers of importation are Libreville, N'Djolé, Fernand-Vaz, Cape Lopez, N'Gové, Sette-Cama, Nyanga, Mayumba, Le Kailon, Loango, and Brazzaville. The principal markets are the regions around these centers. The natives of the interior prefer dyed or woven colored goods; those who live near the coast like prints, such as printed cottons and red and blue handkerchiefs. All cotton cloths, without exception, are sold by English measure. The width and length of the various articles now in use are as follows:

In the Gaboon Basin.—Length, 20 yards; width, 26 to 28 inches; 20 folds for stuffs in pieces; for handkerchiefs, the dimensions are 30 by 32 inches, each piece containing eight to twelve handkerchiefs.

In the Conventional Basin (Kongo).—Pieces, 20 yards in length, 24 inches in width, and 24 folds; handkerchiefs, 30 by 32 inches, the piece containing eight to twelve handkerchiefs for certain regions; and for others, pieces of 8 yards, 12 folds; 12 yards, 18 folds; and 16 yards, 24 folds. The widths vary from 20 to 24 inches.

In the Upper Kongo.—Pieces of 8 yards, 12 folds; 12 yards, 18 folds, and 14 yards, 24 folds; the width being invariably 36 inches.

French Kongo, for customs purposes, is divided into two distinct parts, the part protected by differential tariffs, viz, the old Gaboon Basin, and the part not protected, viz, the Conventional Basin. In the whole of the Gaboon Basin, piece goods of French manufacture are admitted free, and foreign goods are subject to certain duties, according as they are dyed or printed, unbleached or bleached. In the Conventional Basin, all goods are subject to the same import duty, viz, 6 per cent ad valorem.

FRENCH COLONIAL TRADE.

Consul-General Skinner, of Marseilles, says that colonial commerce now represents about one-tenth of the total trade of France. He com-

pares the total commerce of the French colonies in Africa with the share enjoyed by France, in the following table. It will be noted, he says, that the total business of the seven colonies under consideration has increased \$30,627,165 in the five years 1895-1899, while the increase of trade with the French Republic has been \$31,389,987:

Comparative table of French colonial trade, 1895 and 1899.

Colony.	1899.		1895.	
	Total.	With France.	Total.	With France.
Algeria.....	\$128,588,982	\$108,447,665	\$118,567,111	\$91,957,166
Tunis.....	20,441,016	17,096,906	16,460,226	9,580,057
Senegal.....	14,206,007	11,252,866	7,856,054	5,334,231
French Guinea.....	4,846,087	912,383	1,968,918	267,717
Ivory Coast.....	2,864,856	786,282	1,294,267	281,800
Dahomey.....	4,838,154	1,400,022	4,065,360	1,418,422
French Kongo.....	2,628,467	780,680	2,045,349	447,942
Total.....	177,913,499	140,676,812	147,286,304	109,286,925

Mr. Skinner continues:

While a very fair degree of progress has been made in the development of the French West African colonies, the organization has consisted more particularly in the application of civilized administrative methods than in any very important increase in commerce.

The five French colonies of the west coast had a commercial movement of \$12,159,000 in 1891, which had increased to \$28,178,000 in 1899—that is to say, 130 per cent in eight years. During the five years from 1895 to 1899, the Kongo Free State, on the other hand, had pushed its commercial movement from \$4,439,000 to \$9,650,000, and its railroad had been in operation but two of the five years. The great staple product of the west coast is rubber, the exports of which during the last five years from that part of the west coast controlled by Belgium, Germany, England, and France amounted in value to \$38,600,000. The share in this of the French colonies, greater in extent than all of the others put together, was but \$6,755,000, and \$4,246,000 of this was accounted for in French Guinea.

The work of civilization in the meantime goes on, and the French authorities have in construction railroads in Dahomey, French Kongo, and from the Senegal to the Niger.

SPANISH GUINEA.

La Politique Coloniale, Paris, contains the following:

Ebony and mahogany are the most important articles of export from Spanish Guinea; both of these woods are found in very considerable quantities. Caoutchouc and palm oil are also exported, and quite recently copra has been added, though it has not yet become a very important article of export. Coffee, cacao, and vanilla plantations have also yielded very gratifying results. The colony exports great quantities of ivory; elephant tusks weighing 176 pounds are not unusual. Panther skins, if the natives knew how to prepare them better for market, might become a notable factor in the export trade of this country.

GERMAN WEST AFRICA.

The trade of the colonies of Germany on the west coast of Africa in the fiscal year 1900 was:

Colony.	Imports.	Exports.
Togoland.....	\$780,600	\$614,700
Kamerun.....	3,029,000	1,227,400
Southwest Africa.....	2,311,600	840,700

Germany's commerce with these colonies in 1900 was as follows:

Colony.	Imports.	Exports.
Southwest Africa.....	\$75,446	\$1,225,224
Kamerun and Togo.....	1,029,588	2,018,354

The Brunswick Landeszeitung of September 1, 1901, has the following in regard to cotton culture in Togo:

If the present attempts succeed, a great future is opened to our Togo colony. The Government has taken into its service four intelligent negroes from Alabama, who have had a good school training and are experienced in the cultivation of cotton. They were selected by the president of the Tuskegee Institute in Alabama. The men left New York last year, taking with them all necessary tools and machines. The president of the Tuskegee Institute has received a letter from one of them saying:

"We have brought under cultivation 40 hectares (100 acres) of land, and a part of it has been planted in cotton, Indian corn, and peanuts. The cotton has already more fruit than many a farmer in America gets in a whole harvest. Six months ago, there was nothing to be seen here but thicket and elephant grass, but to-day several buildings have been erected. I am engaged in setting up the cotton gin, so as to be ready for the harvest. I find the natives are glad to work, but they can not accomplish much and soon become tired."

It is reported from Alabama that there are many colored cotton planters preparing to settle in Togo. The attempts of the English to establish cotton planting in Africa have failed, because the work was done by white men who could not stand the hot climate. The Germans have made the experiment with negroes, whose ancestors came from Africa, and who have become masters of cotton planting in America.

This pioneer work opens the prospect of the development of a mighty cotton industry upon German colonial soil.

In transmitting the above clipping, Consul Albert, of Brunswick, says:

Togo is the most northerly of the German possessions in West Africa. It is situated on the slave coast, almost directly under the Equator, between British Ashanti and French Dahomey. It has about 26,000 square miles and an estimated population of 500,000 inhabitants. It is consequently about one-sixth less than the State of South Carolina in size, and has about one-third of the population of that State. Its chief export has hitherto been palm oil. Under the most favorable circumstances, it can hardly become a dangerous competitor in cotton. Whether cotton raising in the other possessions of Germany in the same region will be equally successful remains to be seen.

RAILWAY IN GERMAN SOUTHWEST AFRICA.

Consul-General Hughes, of Coburg, reports under date of August 28, 1901, that a railway to connect Swakopmund and Windhoek, in German Southwest Africa, is in course of construction. Last year, 194 kilometers (120 miles), from Swakopmund to Karibib, were completed and traffic was opened on that portion a few months ago. For the fiscal year 1901, 3,000,000 marks (\$714,000) have been appropriated for continuing the line toward Windhoek. After the whole line is completed, it is planned that two freight trains shall be run daily and two passenger trains weekly. Twenty-eight double engines and four single engines will be provided for that purpose. The latter are principally to help the trains up steep grades. In the construction of the passenger cars, particular care will be taken to offer every possible comfort and protection to travelers, who otherwise would have to suffer severely in the hot climate of that region. It is proposed that seats shall be provided which, by turning, can be converted into beds.

The cars will be protected by sunshades, dark glass, and window screens. Stations will be established at Swakopmund, Windhoek, Okahandja, and Karibib. The last, being well provided with good water, will be the central and repair station of the new line.

A recent issue of the Board of Trade Journal, of London, has the following additional details:

The cost of construction of the section to Karibib, 120 miles, amounted to \$1,516,889. It is estimated that the remaining section, Karibib-Windhoek, will have a length of 124 miles and will cost \$1,824,938. The total cost of the entire line from Swakopmund to Windhoek will accordingly be \$3,341,777.

KONGO FREE STATE.

The commercial statistics of the Kongo Free State for the year 1900, as given in *La Quinzaine Coloniale*, Paris, September 25, 1901, were \$16,130,784 for the general commerce, of which \$9,992,764 represents the export trade and \$6,138,020 the value of imports. The exports show an increase of \$2,182,722 over the figures of 1899, due for the most part to the growth of the rubber and palmetto nut shipments. The following table gives the figures of the principal articles exported in 1900:

Articles.	Pounds.	Value.
Rubber.....	11,780,880	\$7,695,638
Palmetto nuts.....	10,768,829	264,580
Palm oil.....	8,688,005	156,937
Ivory.....	579,071	1,013,837
Coffee.....	76,680	5,370
Copal.....	47,139	5,159

The chief articles of import in 1900 were cotton tissues, clothing, food products, beverages, machines and pieces of machinery, coal, steamboats, and barges.

Two new railway lines have been decided upon: One from Stanley Falls to Mahagi, upon lake Albert Nyanza, 481.6 miles long, the other from Luango, via Kasango, to Albertville, upon lake Tanganyika, 388.3 miles. The cost is estimated at about \$23,000,000. It is proposed to use the soldiers of the Free State for the work of construction.

The following data relative to transportation in the Kongo have been received from Consul-General Hughes, of Coburg:

The department of marine and public works in the Kongo Free State has made considerable improvements in the means of intercourse, as well on the rivers as on the sea, between Boma, Matadi, Angola, and the French coast. The *Messageries Fluviales*, of the Kongo, have opened offices at Matadi, Brazzaville, and Messo, and carry goods as far as Brazzaville, situated on the banks of the French Kongo, from any of the following European ports: Bordeaux, Antwerp, Hamburg, or Liverpool. The freight rates on the Kongo River and its auxiliaries, as well as the charges for reloading and unloading, will soon be published. On the Middle Kongo, three wood stations have been established by the Government, to enable steamers plying on the river to take in fuel.

As regards the project to make the Kingussu Canal navigable for small steamboats, the commissary of the Kwango district reports that the dredging is progressing favorably and that already, in September last, the bottom of the canal was 80 centimeters (11.8 inches) below the lowest watermark. For a distance of 1,200 meters (8,937 feet) the canal will run in quite a straight line, and there will be no obstacles to navigation in the shape of rocks, etc. It is expected that when completed 10-ton steamers will be able to use it, even during the dry season. The Kwango district will then be connected with Stanley Pool by a direct river route, while previously goods had to go a roundabout way on the backs of native carriers.

Consul Roosevelt, of Brussels, transmits the following information, obtained from the secretary of foreign affairs of the Kongo:

The region of Mayumbe, in the Lower Kongo, and all parts of the Upper Kongo comprised between Stanley Pool and the basin of Aruwimi, are covered by vast forests, the nature of which is as yet little known; however, certain species of trees have been recognized as excellent for cabinetmaking. Vines of caoutchouc, species known as *Landolphia* and *Periploca*, as well as the trees *Ficus* and *Kickxia*, are frequently found. All of the caoutchouc thus far collected in the Kongo has been gathered from these vines and trees, and from the *Carpodinus lanceolatus*, which produces weed caoutchouc. No plantations of sugar cane have been established by foreigners. The Government owns the cacao plantations. Mines of iron and copper have been discovered.

To prevent contests relative to the rights of property, the Government has confided to the Kongo administration authority to determine the exact location, and to complete the delineation of alienated land. No new requests for the purchase of land for homesteads will be considered until this work is completed. No distinction relative to the nationality of private persons or societies is made by the laws of the Kongo. There are no formalities to be complied with in order to exercise any trade.

A Belgian newspaper, quoted by Consul Listoe, of Rotterdam, notes the interesting fact that, notwithstanding the efforts made in late years to encourage immigration into the Kongo Free State, the white population of this African territory, according to the latest official census, numbers only 1,958 persons. These are divided among the various nationalities as shown below:

Nationality.	Num- ber.	Nationality.	Num- ber.
Americans	38	Portuguese	72
Austrians	7	Roumanians	2
Belgians	1,187	Russians	8
Danes	39	Servian	1
French	53	Spaniards	6
Germans	42	Swiss	13
British	90	Swedes	81
Italians	176	All others	12
Luxemburgers	7		
Netherlanders	95	Total	1,958
Norwegians	25		

LIBERIA.

The lack of a direct line of transportation tells against trade with the United States, says Consul-General Smith, of Monrovia. Nevertheless, there is an increasing demand for our products and manufactures. Building materials of all kinds, sewing machines, meats and canned goods, biscuits and crackers, dress goods and shoes, and furniture of hard wood are among the articles mentioned as likely to find a ready market. On account of the opening of mines on the British gold coast, there has been an increase in the transportation facilities from Liverpool, Hamburg, and Antwerp. The establishment of a regular line of sailing vessels from New York, and the opening of a branch house of a New York firm at Monrovia, are under discussion. The Liberian Government has also recently granted a concession for the establishment of a steamship line between Boston and Liberia.

No returns of trade for 1900 are available. Imports in the preceding year were valued at \$886,400 and exports in 1896-97 at \$689,000. Exports declared for the United States in the fiscal year 1899-1900 were \$10,300, and exports from the United States to Liberia, in the same year, according to our Treasury returns, were \$25,048.

The *Moniteur Officiel du Commerce*, of Paris, has the following:

The presence in Liberia of a considerable number of people who live after a European fashion is sufficient to account for certain features in the import trade. The Liberians have, in fact, in some cases developed requirements and tastes similar to those of Europeans—at least, as regards houses, furniture, and articles of dress—and all these tastes and requirements necessitate a considerable importation. At one time, the Liberian would simply pay in so many bags of coffee for any article (clocks, bronzes, carpets, chairs, or even harmoniums) which took his fancy. Now, however, coffee can be bought at Monrovia for about 8 cents per pound, and the Liberian planters can not so easily purchase any “article de luxe” they may desire. Another reason for the decline in trade is the system of “ports of entry.” The Liberian Government, with the object of fostering national trade, restricts the traffic of foreigners to these so-called “ports of entry,” and grants to Liberians alone the right of establishing factories in the interior of the country, and so placing the native produce on the market. The insecurity of the trade routes, the hostilities between the various tribes, have had the effect of decreasing to a minimum the number of caravans coming to the ports of entry from the interior. The result is that European commerce has lost and Liberian commerce has not gained by this prohibitive system. Another law, which forbids foreigners—i. e., white people—from owning land, acts also very unfavorably on foreign trade. The land is let on long leases, with option of renewal; but a general sense of insecurity is the result of the system, for the owner of the land can always refuse an extension of lease, and the Government can also, under some pretext of public utility, buy the land and expel the tenant.

Imports into Liberia may be divided into three groups of articles, viz, those solely for the use of the civilized inhabitants, those used by Liberians and natives, and those imported exclusively for natives. In the first category, ready-made clothes, shoes, felt and straw hats, corsets, cravats, shirts, hosiery, etc., hold the largest place. Among other articles of import are lamps, clocks, watches, sewing machines, musical instruments (harmoniums, accordions, musical boxes), and even phonographs. The imports of furniture and household utensils are much less than the imports of these articles a few years ago. In the second category are included preserves and alimentary products—bacon, ham, rice, flour, cod, salted fish, preserved provisions, preserved fruits, biscuits, leaf tobacco, gunpowder, guns of all sorts, machetes, and other kinds of knives and swords, wax candles, petroleum, matches, gin, rum, ginger ale, cheap champagnes, sweet wine, soap, washing blue, potash, umbrellas and parasols, hoes, spades and pickaxes, buckets, enameled iron plates, cast-iron plates, copper plates, crockery, etc. The articles imported for the use of the natives are: Cotton cloths (white and colored), silk handkerchiefs, velvet caps, rugs, coral, cornelian and glass pearls, knives, iron trunks, etc. Germany holds the first place in imports, and England the second, though it must be noted that a large proportion of the imports from England is of American origin, notably medicines, rice, flour, preserved fruits, leaf tobacco, and petroleum.

The principal export as regards quantity is coffee, sent chiefly to Liverpool. Caoutchouc from the “bind weed” and various trees found on the west coast has a tendency to take the first place. Caoutchouc is found in all the districts of Liberia. An English firm has a monopoly of the export. Rafia has also become an important article of export. It is used for making brooms, brushes, and binding for gardeners. Palm oil and palm seeds are also important articles of export.

ANGOLA.

Imports in 1898, according to a British foreign office report, were valued at \$3,059,400, of which the United States sent \$73,000. Exports amounted to \$4,337,300, the figures for rubber being upward of \$4,000,000. The vast bulk of the exports goes to Portugal and Portuguese possessions, the declared value of goods exported to foreign countries being very small. Coffee, wax, and dried fish are shipped. Something over half of the imports consists of Portuguese produce. Great Britain contributed goods to the value of about \$800,000, and Germany some \$300,000. Portugal sends olive oil, wine, foot wear, hats, flour, cheese, lard, preserved meats and canned goods, soap, potatoes, etc. Cotton goods form the staple import from England, although the Portuguese are making progress in this trade. Germany

sends guns, powder, sugar, metal ware, linen, machinery, etc. The United States exports to Angola flour, petroleum, machinery, and ironware. Coal also figures in the import list from our country. The following is taken from the *Revista Portuguesa*, March 20, 1901:

The engineers and other personnel charged with the technical work for completing the preliminary studies for the projected railway from Benguela to the frontier have begun their labors. The first task will be to locate the line already traced, for which bids for construction have been asked; then to correct the surveys for the section between Benguela and Lobito. These works should be finished in a short time. The part of the line between Benguela and Catumbella is of great importance, since the last locality is the center from which the caravans start for the interior. It is expected that the work of construction will be begun at once, and afterwards surveys will be made toward the interior, where the utility of a line is evident, since it will facilitate the exploration of a most fertile country and one well adapted to European colonization.

La Gazette Coloniale, Brussels, says:

The extension of the telegraphic network of Angola in 1900 was 1,610 kilometers (1,000 miles). Several important lines were finished, viz, those uniting Loanda with the Kongo and Novo Redondo. During the last five years, the line from Mossamedes to Humpasa, 184 miles, has been built, and from Humpasa to Chibia, 80 miles, thus placing the principal points of the plateau of Chella in communication with the colonies established there. The lines from Dondo to Malange, 153 miles, and from Rassoalata to Lucalia, 100 miles, have been completed, both useful in the commercial and administrative relations of the province. The telegraph line from the Kongo has been finished as far as Quinzau (135 miles); the section toward San Antonio remains to be constructed. This line is of considerable importance, permitting, as it will, telegraphic communication with Europe and all the region of the Kongo. The line from Novo Redondo to Dondo (152 miles) is nearly completed. This will be extended from Amboim to the river Longa. The importance of this network is evident; it has not only an economic but an administrative significance. The average cost per kilometer (0.63187 mile) was estimated in the beginning at \$31, but recently it has been reduced to \$57.

SOUTH AFRICA.

BRITISH SOUTH AFRICA.

The following extracts are from reports by Consul-General Stowe, of Cape Town:

Owing to the war and the plague, customs officials have been unable to collect the usual annual statistics of the business of the colonies for the twelve months ended December 31, 1900; and as all imports for the use of both the imperial and the colonial military forces are admitted duty free, it will be impossible to make an accurate comparison with the trade of the preceding year. Available figures show, however, that the imports from the United States in 1900 were greater than those of 1899, and that the United States continues to stand second among the countries exporting direct to South Africa, notwithstanding the large amount of supplies it ships to South Africa via England.

The total value of the imports from the United States into South Africa (British and Portuguese Africa) amounted in 1900 to £4,127,428 (\$20,086,128.86), as compared with £3,430,565 (\$16,694,894.57) in 1899, an increase of £696,863 (\$3,391,238.79). To this amount should be added the large imports for military use and the merchandise shipped from the United States via England. Neither the number nor the value of the horses and mules purchased in the United States is entered at the custom-house here. It is also to be regretted that the exports from the United States to South Africa that passed through Delagoa Bay and Beira can not be specified. Owing to the lack of statistics, as above mentioned, the increase in many articles over the importation of 1899 can not be shown. An increase in the imports from the United States over the preceding year, however, is noticed in bacon, beef (salted and pickled), corn, wheat, fruits and nuts, leather (manufactured), horses, clocks and watches, hardware and builders' tools, scientific apparatus, telegraph material, typewriters, oil and wax, turpentine, tobacco (manufactured), passenger and freight cars, locomotives, and timber; while among the decreases are canned beef, flour, lard, cotton manufactures, agricultural imple-

ments, books, maps and engravings, boots and shoes, bicycles, steel rails, and furniture. The losses in beef and flour are explained by Australian and Argentine Republic competition, and in the demand for agricultural implements, etc., by the war.

IMPORTS OF CAPE COLONY.

The total value of all merchandise entered (exclusive of Government imports) in 1900 was £17,161,811 (\$38,517,952.23), against £15,370,971 (\$74,802,830.37) in 1899, an increase of £1,790,840 (\$8,715,122.86), or 10.6 per cent. This is the largest total in the history of the Colony, except in 1897, when £4,774,649 (\$23,235,839.36) worth was sent forward to the Transvaal, against nothing in 1900. Nearly all the increase has been in the trade of Cape Town.

Imports of Cape Colony, by countries, in 1900.

Country.	Value.	
United Kingdom.....	£11,052,428	\$53,786,640.86
Australasia.....	1,360,909	6,574,196.65
Canada.....	4,596	22,287.77
India.....	200,875	977,559.19
Mauritius.....	351,718	1,711,695.65
Natal.....	557,596	2,713,540.93
Other British possessions.....	11,908	57,925.95
United States.....	1,772,590	8,625,290.57
Argentine Republic.....	257,421	1,252,739.30
Austria.....	2,075	10,979.69
Belgium.....	264,594	1,287,607.04
Brazil.....	215,396	1,045,234.37
China.....	27,250	132,610.13
France.....	106,574	1,018,642.37
Germany.....	554,541	2,697,673.75
Holland.....	168,639	810,648.69
Italy.....	7,060	35,853.69
Japan.....	2,006	9,762.20
Ladron Island.....	7,520	37,462.53
Madagascar.....	53,138	252,914.24
Norway.....	140,406	683,235.30
Portugal.....	43,049	203,880.46

EXPORTS FROM CAPE COLONY.

The total value of the colonial products (including gold and diamonds) exported amounted to £7,042,388 (\$34,271,781.20), against £22,931,386 (\$100,108,939.97) in 1899, the decrease, in part, being gold and diamonds, viz, 1899, gold, £13,815,683 (\$67,534,021.32); diamonds, £4,135,583 (\$20,125,814.67).

IMPORTS AND EXPORTS OF NATAL.

Value of imports into the colony of Natal during the year 1900, showing countries of origin (so far as can be stated).

Country.	Value.	
United Kingdom.....	£3,856,750	\$18,798,878.74
British colonies.....	1,015,457	4,941,721.49
Austria.....	607	2,953.97
Belgium.....	42,667	207,736.29
France.....	27,595	134,201.07
Germany.....	163,873	797,512.29
Holland.....	81,001	150,863.37
Italy.....	6,043	29,408.26
Norway and Sweden.....	61,681	300,170.59
Portugal.....	2,959	14,399.97
Spain.....	119	579.11
China.....	1,000	4,866.50
Japan.....	309	1,503.75
Java.....	1,628	7,922.66
Sumatra.....	224	1,080.10
Egypt.....	1,384	6,735.24
Canary Islands.....	191	929.50
Madagascar.....	5,012	24,360.90
Portuguese East Africa.....	31,152	151,601.21
United States.....	538,499	2,620,605.38
Argentine Republic.....	115,696	562,965.92
Brazil.....	7,666	37,357.92
Total.....	5,911,518	28,798,527.38

The total exports from Natal were: In 1900, £1,135,322 (\$5,524,984.51); in 1899, £1,905,228 (\$9,271,792.06).

Goods imported from the United States amounted in 1899 to £667,799 (\$3,249,843.83).

The imports of Natal for the year ended December 31, 1899, were £5,359,259 (\$26,080,833.92).

Here, again, the vast import for army use does not appear.

In regard to exports from Natal, the Board of Trade Journal of London gives the following values of colonial produce sent by sea in 1900:

Articles.	Value.	Articles.	Value.
Sugar	\$705,643	Hair, Angora	\$48,665
Coal	569,380	Fruit, fresh	38,932
Corn	806,590	Pickles, sauces	29,199
Wool, sheep's	296,877	Matches	24,833
Bark	223,859	Rum	9,738
Hides and skins	150,862	Other articles	97,330
Tobacco	92,464		
Tea	63,265	Total	380,664
Beer	58,532		

In addition to the above, there were exported overland (including noncolonial produce, but exclusive of military stores):

To Orange River Colony	\$39,199
To Transvaal	710,500
To Griqualand East	53,398
To Tondoland	9,738

UNITED STATES TRADE.

In a supplementary report, Consul-General Stowe says:

Great stress is laid upon the published statistics of Cape Colony and Natal, which show a decrease in 1900 (compared with 1899) of United States imports amounting to £334,507 (\$1,627,878.82), while the increase of imports from the United Kingdom for the same period was £1,372,258 (\$6,673,093.56). A decrease is also shown in the imports from almost every other country. The United States lost 12.6 per cent; Germany, 53.7 per cent; Belgium, 11.2 per cent; and Austria, 54.6 per cent. I contend, figures to the contrary, that 1900 has been the largest export year of the United States to South Africa. The statistics of 1900 can not be depended upon, as there is an entire absence of returns from Delagoa Bay. One hundred and seventy-seven million cigarettes were shipped direct to Cape Colony and Natal by one house in the United States. The statistics will not show this, and yet to this number should be added, perhaps, millions more of United States manufacture that came in via England, Delagoa Bay, and Beira. The same may be said of canned meats, cereals, tobacco, etc.

A comparison of United States trade in South Africa with that of other countries is satisfactory, and appears still more so when it is considered that our commerce with other countries, to which we have been selling for years, is less than with this country—a comparatively new one. Taking the imports from the United States at \$20,086,128.86, it is shown that South Africa takes more of our products than does the Argentine Republic, Brazil, all the other South American states, the Chinese Empire, East Indies, Russia, Denmark, Spain, Sweden, Norway, Austria, Turkey, all the West Indies, not including Cuba, or all the Central American states; and this trade is only exceeded by that with the United Kingdom, Germany, Netherlands, France, Belgium, Italy, Mexico, Japan, or British Australia.

As to the future, it is said that plans are matured for expending \$50,000,000 in new railways; that several thousand miles of telegraph lines are to be erected or renewed; that \$5,000,000 is to be spent for public works, and \$15,000,000 on harbors; that \$500,000 is to be invested in electric lines in Natal; and twenty-five or more millions are to be expended in the Transvaal and a proportionate amount in the Orange River Colony. We must not fail to bid for this work.

No nation or municipality is so rich, especially after time of war, that it can afford to give to the highest bidder—even if he be of its own country—a contract to be paid for out of the pockets of the whole people. "The best goods at the cheapest price can not be kept out of the world's markets." A country laid waste, with valuable mines long idle, public works much deteriorated, must recuperate, and it takes the money and products of other nations to bring about such recuperation.

Our trade for 1899 and 1900 with the Uitlanders of the Boer states (our best customers in those states) has been lost, owing to their exodus. On their return to their old businesses, their trade will again be open to us, and in time a great improvement will be witnessed, particularly in Johannesburg. The streets will be properly paved, and the sewerage system, so much needed, will be installed. A beginning has been made in opening up the mines, hotels, and stores. Goods are being forwarded by the military authorities, the dry goods merchants being permitted consignments of 10 tons, with the understanding that 50 per cent must consist of clothing and 30 per cent must be suitable for the poorer classes, while boot and shoe dealers are limited to 5 tons per shipment, 50 per cent to be suitable for the poorer classes. As soon as merchants have ample stocks, the military stores will be closed.

Consular Agent Gordon, of Johannesburg, says:

Until peace is declared on a permanent basis, South Africa can have no interest for commerce. So far from a general resumption of business having taken place and an opportunity being offered for the entrance of newcomers, thousands of the former residents of the country are still at the coast awaiting military permits to come forward.

Should the war, however, be concluded in 1903, our manufacturers will find in South Africa one of the most desirable markets for their products it is possible to conceive. South Africa lives on imports. Food stuffs, building materials, and mining machinery are all foreign products here. The only local products of importance are gold, coal, and diamonds. For the first two or three years following the peace settlement, the demands in the above-mentioned lines are certain to be heavy. The tremendous tax which the cost of the war will impose on this country will necessitate the opening up of every available mining area, and there will be a rush for mining equipments and supplies. American manufacturers are already well represented in these lines, but there will be abundant room for newcomers. Only let our people remember that the standard of work in South Africa is very high and the market very sensitive. An order placed in the States for steel cars was filled so unsatisfactorily that a prejudice has been created against all steel cars from the United States. A shipment of water-tube boilers was so bad that the question has arisen about placing any orders with American firms for such goods in the future. All manufacturers intending to compete for this market should remember that they will meet here the best work of the best firms from all parts of the world.

There will also be a demand for agricultural machinery, with the return of the farmers to their homes. Heretofore, farming has been followed on very primitive lines. The average Boer seldom wanted more than enough for his own simple needs, and no question of markets interested him to any extent; hence his neglect of mechanical aids.

The thousands of farmhouses destroyed during the war must also be rebuilt, which will involve a demand for iron, timber, and building materials in general. But our manufacturers must not think that there is justification at present for the outlay of a single cent in attempting to do business here. Until peace is restored, there will be no opportunity for trade.

The *Nachrichten für Handel und Industrie*, Berlin, October 18, 1901, says:

According to the Pretoria Government Gazette and the Natal Mercury, the importations into the Transvaal in the first half year of 1901 were, in spite of the state of war and the resulting restraint upon all commercial enterprises, important and very encouraging for the future. The total value of the import trade was figured at \$5,568,844 in the records of the customs statistics. In this amount is, however, included a very considerable import of war material, especially for the maintenance of the population brought into the refugee camps. The import for

the Government and for the railways is not included. The chief articles of import were:

Articles.	Quantity.	Value.
Women's clothing .....	.....	\$908,484
Men's clothing .....	.....	494,714
Boots and shoes .....	.....	848,027
Meats, preserved	pounds 1,193,872	238,677
Flour	do 9,468,477	226,132
Colonial goods, etc. ....	.....	220,267
Butter	pounds 602,967	206,690
Condensed milk .....	.....	182,736
Sugar	pounds 1,884,105	166,249
Canned fish	do 996,554	154,769
Cotton goods .....	.....	152,876
Liquors	gallons 46,484	181,298
Indian corn	pounds 7,220,984	123,658
Woolen goods .....	.....	121,097
Chemicals .....	.....	112,280
Iron hardware .....	.....	90,729
Candles	pounds 868,192	86,047
Household soap	do 1,677,589	86,025
Tea	do 291,065	76,984
Hats and caps .....	.....	74,560
Biscuits	pounds 485,306	61,999
Coffee, raw	do 492,759	58,909
Rice	do 1,582,296	52,948
Cigarettes	number 9,783,100	50,091
Marmalades and canned fruits	pounds 444,788	47,555
Clocks and watches .....	.....	46,047
Leather goods .....	.....	44,592
Agricultural machinery .....	.....	44,449
Cheese	pounds 223,416	48,479

BASUTOLAND.

The Nachrichten für Handel und Industrie, of Berlin, says that although the inhabitants of Basutoland have taken no part in the Boer war, their trade has suffered from the interruption of traffic. The imports for the twelve months from the 1st of April, 1899, to March 31, 1900, were valued at \$416,223, of which \$194,889 came from Cape Colony; \$6,906 from Natal, and \$214,428 from the Orange River Colony; a decrease of \$39,686 from the year previous.

The exports for the last three years, from July 1 to June 30, were:

	1897-98.	1898-99.	1899-1900.
Provisions	\$397,248	\$31,572	\$34,478
Wool	143,552	162,895	619,440
Cattle and horses	80,721	138,082	845,865
Other articles	52,732	20,000	1,574
Total	674,298	402,069	651,455

BRITISH CENTRAL AFRICA.

According to official returns, imports in the fiscal year 1900 amounted to \$856,000 and exports to \$384,000.

Consul-General Hughes, of Coburg, sends the following article from the Home and Colonial Mail:

British Central Africa will soon occupy a prominent position as a sugar-producing country. In the rich, fertile district around the Lower Zambezi and the Shire rivers, the sugar industry already promises to become very important within the next few years. One company alone has 1,100 acres under cultivation at the present time and shortly intends to bring in a further tract of 2,500 acres, while several other companies and private planters are either making preparations for

planting sugar or have already started plantations. The land, according to reports recently at hand, is highly suited to the growth of sugar cane, and there seems to be an ample supply of labor, while the sugar grown is said to be superior to that of Egypt. Sugar-cane growing is an industry, moreover, that gives a good return for a comparatively small outlay of capital, and, with the experience gained in Natal, the district around Chinde should speedily become one of the great cane-sugar-producing centers of the world.

Consul-General Guenther, of Frankfort, says it is reported from Brussels that the central African telegraph line connecting Brazzaville with Loango, on the west coast, has been completed, and that direct communication with Libreville may be had from any station of the English-Atlantic cable. The consul-general adds that the cable from Brazzaville to Stanley Pool, which is being laid to connect with the telegraph system of the Kongo State, will ultimately be extended to Lake Tanganyika, where it will form a conjunction with the German East African system.

RHODESIA.

Consular Agent Harris, of Eibenstein, transmits the following report relative to the commercial possibilities of Rhodesia:

Situated in the heart of the Dark Continent, bounded on every side by the colonies of Great Britain, France, Germany, Portugal, and Belgium, lies a country as yet but little known, controlled by a great stock company famed for its commercial and political enterprises in South Africa. The Chartered Company, with a capital of \$22,000,000, is to Rhodesia what the East India Company was once to India.

Rhodesia is divided into two parts—Mashona and Matabeleland, south of the Zambezi, and Northeast and Northwest Rhodesia, north of that river. The whole country is extraordinarily rich in mineral treasures. Apart from the gold mines, which, in spite of the war and scarcity of labor, yielded during 1900 nearly 166,000 ounces, there are silver, copper, tin, antimony, arsenic, lead, and coal.

Railroad building in Rhodesia, according to German reports, is making rapid progress. The stretch from Buluwayo northward to Salisbury will soon be completed, thus connecting Cape Town by rail with Beira, the seaport town of Portuguese Gasaland. The great Cape-Cairo Railway, planned by Mr. Cecil Rhodes—an enterprise of immense importance to all Africa—will intersect Rhodesia from north to south. There are already some 3,000 miles of roadway, with intervening cart roads, built in South Rhodesia.

In regard to agriculture, much remains to be done. The rich soil is eminently adapted to growing corn, oats, potatoes, tobacco, and even coffee. The vast territory adjacent to the headwaters of the Zambezi and its tributaries forms the Mississippi Valley of Africa. It has a great future, and the next ten years will witness a large emigration, not only to Rhodesia, but to England's other South African colonies as well. It will be the policy of the Chartered Company and of the British Government to encourage English settlers to locate in these colonies. The discovery of gold in South Africa induced many Americans to locate on the Rand. The opening up of vast tracts of land favorable to farming may produce similar results.

After the war is over, there will be a great demand for corn planters, harrows, cultivators, reapers, mowers, hayrakes, seeders, plows, disks, thrashers, corn-shellers, wagons, carriages, carts, harness, saddles, windmills, and every other piece of machinery or utensil necessary to run a farm. American farm machinery is admittedly the best in the world, and a farmer having once used the same will buy no other if he can get it. South Africa as a farming country has a future, and the British Government, from a political point of view, will make doubly welcome settlers of the English-speaking race.

PORTUGUESE EAST AFRICA.

Consul Hollis reports that up to the beginning of the Boer war, our trade with Lourenço Marquez was flourishing. In 1898, local imports from the United States amounted to \$814,300, and imports in transit to \$1,020,450. In 1899, the figures were \$154,100 and \$986,759. Only

one country—Portugal—led the United States in exports to Lourenço Marquez, and this is a Portuguese colony, and goods from the home country are taxed only one-tenth as much as those from foreign lands. With the restoration of peace, it is believed that our trade will again assume large proportions. The consul adds:

There will be little business done, however, until the war has ended. At present, the entire transportation system of South Africa is taxed to its utmost capacity to keep the troops in garrison and in the field supplied with rations, munitions of war, etc., and consignments of goods intended for mercantile houses often lie for months in the holds of vessels at various South African ports before they can be landed. Even after they are landed, if consigned to inland ports, they may have to remain on the docks for weeks before they are finally dispatched by rail to their destinations. Again, railway traffic is not perfectly safe.

The total imports in 1899 were \$10,618,367. No returns of exports are available.

A British consular report gives the following approximate figures for the trade of Mozambique during the year 1900: Imports, \$439,693; exports, \$303,835.

Trade, it is added, is limited to articles for domestic use, building materials, and native requirements—cheap and gaudy cotton shawls and handkerchiefs, blankets, hoes, axes made after the native model, brass wire, bright trinkets, cheap cutlery, white shirting, etc.

The value of imports into Beira in 1900 was \$5,232,271, as against \$2,665,056 in 1899. The export trade for 1900 was figured at \$292,637, compared with \$138,671 in the preceding year.

EAST COAST.

MADAGASCAR.

Official statistics transmitted by Consul Gibbs, of Tamatave, show that the imports in 1900 were valued at \$7,810,866, and exports at \$2,050,395, both lines showing a notable increase over the preceding year, that in imports amounting to nearly \$2,500,000. France sent about \$6,560,000 worth of the imports; England, some \$263,000; French colonies, \$252,900, and the United States only \$6,332. According to our Treasury returns, however, \$28,486 worth of goods was sent from our country to Madagascar in that year.

Consul Gibbs reports that there is a renewed demand in Tamatave for American cottons, long debarred by the discriminating tariff. He says:

Now that American cottons may be imported and sold cheaper in Madagascar than French cottons, despite the heavy duties, I am of the opinion that the time is not far distant when our goods will capture this market again.

Of the exports, France again took the lion's share—\$1,386,516; Great Britain received goods to the value of \$67,766; Germany, \$254,628; Africa, \$104,861, etc.

The following table, showing the most important classes of imports, is taken from La Quinzaine Coloniale:

Farinaceous products	\$196,878
Colonial products	66,759
Wood and manufactures of	394,782
Beverages	213,709
Marble, stone, earth, and combustibles	267,344
Metals and manufactures of	164,147
Tissues	141,623
Arms, powder, and ammunition	47,883
Other	46,860

The exports are chiefly represented by gold in dust and bars, raffia, vegetable hair, caoutchouc, gum copal, hides, and cattle. The three leading ports of commerce are Tamatave, Diego Suarez, and Majunga.

A report from Consul Covert, of Lyons, says:

France has long looked upon Madagascar as a possession which would one day prove a source of great wealth from its mines of lead, zinc, copper, manganese, nickel, iron, mercury, coal, and perhaps petroleum, but recent reports have greatly increased the expectations that were based upon the belief in large deposits of gold. The output of gold for three years has been:

1898	\$36,000
1899	215,000
1900	608,000

The mines in the Ampassary country produced nearly half of the output of 1900, causing a rush of gold seekers to that region. Reports agree that the country has as yet hardly been touched for gold, and large regions are indicated on the maps where rich veins are believed to lie.

MAURITIUS.

According to British colonial reports, the declared value of the produce and manufactures of Mauritius exported in 1900 was \$10,038,386, compared with \$7,918,757 in 1899. The value of imports for 1900 was \$7,390,692 and for 1899, \$6,541,272. The following table shows the import trade for the two years:

Description.	1899.	1900.	Increase.	Decrease.
Live animals, food, drink, and narcotics	\$3,861,840	\$8,800,294	-----	\$561,556
Raw material	327,871	255,153	-----	62,718
Manufactures and miscellaneous articles	1,997,462	2,398,104	\$398,642	-----
Coin, bullion, and specie	854,099	1,469,151	1,115,052	-----
Total	6,541,272	7,890,692	1,488,694	624,274

RÉUNION.

A British foreign office report says:

The total value of the import trade for 1900 was \$4,288,228, against \$4,075,188 in the preceding year. The export trade for 1900 was figured at \$3,408,725, compared with \$2,989,588 in 1899. The principal articles of import into Réunion in 1900 were the following:

Articles.	Value.	Articles.	Value.
Animals	\$123,597	Flour	\$97,418
Rice	711,224	Sundries	2,248,708
Grain	184,627		
Spirits	564,645	Total	4,288,228
Tissues	406,124		

The principal articles of export from Réunion during 1900 were:

Articles.	Value.	Articles.	Value.
Sugar	\$1,971,108	Potatoes	\$18,947
Vanilla	734,871	Tobacco	50,626
Coffee	6,414	Sundries	186,781
Rum	141,732		
Tapiooca	303,251	Total	3,408,725

ZANZIBAR.

The Nachrichten für Handel und Industrie, of Berlin, reports that the total value of the import trade of Zanzibar in 1900 was \$5,423,958, and of the export trade, \$5,675,482. The principal countries sharing in the import trade were:

Country.	Value of trade.	Country.	Value of trade.
India	\$1,973,296	Germany	\$204,847
German East Africa	877,851	Belgium	248,195
Great Britain	517,100	France	114,500
British East Africa	352,385	Other lands	2,250,833
United States	295,994		

The most important articles of import were:

Articles.	Value.	Articles.	Value.
Textiles	\$1,242,800	Caoutchouc	\$116,878
Cereals, especially rice	936,541	Coal	105,521
Ivory	460,811	Melted butter and fat	99,006
Groceries	264,089	Meal	84,387
Petroleum	180,314	Tobacco	62,377
Hides	147,878	Wood	58,696
Sugar	145,086	Kopal	53,932
Metal goods, exclusive of wire	120,084		

Consul Rogers, of Zanzibar, says that there is a good opening in that market for bright-colored cotton prints. White cotton goods are already imported from the United States, but no colored ones, although these are largely used.

GERMAN EAST AFRICA.

The value of the trade in German East Africa, says Consul Monaghan, of Chemnitz, was \$740,188 for the second quarter of 1901. Of this sum, the imports amounted to \$491,528 and the exports \$248,660. The countries sharing in this trade were:

Country.	Value of trade.
Germany	\$111,240
Great Britain	6,526
Zanzibar	223,071
India	37,237
Other countries	13,304
Total	491,528

The most important articles imported were:

Articles.	Value.	Articles.	Value.
Cotton goods	\$206,887	Liquors	\$2,256
Rice	60,801	Sugar	7,552
Preserves	35,782	Tobacco and cigars	6,956
Beverages	22,986	Colors and perfumery	6,767
Ironwares	22,526	Wooden wares	6,142
Oils and fats	14,207	Petroleum	6,088
Glass and porcelain	11,758	Paper wares	6,164
Copper and enamel wares	8,074	Grain	5,835
Stonewares	7,149		

The articles exported from German East Africa went to the following countries:

Country.	Value of merchandise received.
Germany.....	\$51,736
Great Britain.....	7,670
Zanzibar.....	176,211
India.....	8,580
Other countries.....	9,408

The principal articles exported were:

Articles.	Value.	Articles.	Value.
Ivory.....	\$56,936	Timber.....	\$7,836
Caoutchouc.....	55,074	Oils, fats, wax.....	7,764
Copper.....	37,099	Skins, hides, and feathers.....	6,408
Minerals and stones.....	16,515	Coffee.....	4,725
1,672 living animals.....	16,485	Tobacco.....	4,098
Copal.....	9,080	Sugar.....	3,428

The commerce in 1899 was divided as follows: Imports, \$2,575,874; exports, \$937,006.

Consul Winter, of Annaberg, says:

Germany is putting forth considerable effort to develop her one possession on the east coast of Africa. The land is extraordinarily fruitful, and though thus far the colony has not been a success financially, still, in spite of "rinderpest" and famine, each year has witnessed marked progress in the general advancement of the country.

The capital of German East Africa is Dar-es-Salaam, which is said to be finely situated on the east coast. Seven years ago, this town was nothing but a village, with half a dozen stone houses, and inhabited by about 100 natives. To-day, it is one of the most prosperous towns on the coast, and has 300 European and 21,000 colored inhabitants. The town is spaciouly laid out, is ornamented with gardens and fine public buildings, and possesses a splendid harbor. There are also eight German mercantile establishments, three hotels, several hundred stores, and a weekly newspaper.

From the coast, good roads have been built far into the interior. From Dar-es-Salaam to Nyanza and Tanganyika, from Tonga to Kilimanjaro, and from Kilwa and Lindi to Nyassasee, these roads run through an almost impenetrable wilderness. In addition to this, railroads are being planned to traverse the whole colony. The country is well adapted to settlement by Europeans. It lies from 8,000 to 6,000 feet above the sea level, and the climate is healthy.

The German Government exerts every effort to assist the colony along agricultural lines. Experiment stations have been established in different districts, and settlers have been encouraged and supported in every way possible. At present, attempts are being made to induce natives of the West Indies to emigrate, by promises to pay all expenses and by granting favorable homestead conditions. Seeds and plants adapted to the climate, in sufficient quantity to lay out a whole plantation, may be had for the asking. In the districts of Usambaro, Tonga, and Pangani alone, there are 32 well-cultivated plantations.

The products which thrive best in German East Africa are coffee, tea, cocoa-nut, vanilla, etc. The average price in Hamburg of coffee raised in this region is \$17.40 per hundredweight. Five hundred thousand Liberia coffee trees have been planted in the colony. The nurseries and experiment stations have suffered damage from wild animals and insects, such as the baboon and the horn beetle.

Cattle growing is perhaps the most important source of German East Africa's prosperity. Vast herds of cattle are pastured in the interior of the colony and then driven down to the coast to market.

The following account of railways, working and projected, is taken from the London Board of Trade Journal:

The German Government bought the Usambara Railway from the German East Africa Company in March, 1899, and the sum of \$561,837 was voted for the exten-

sion of the line from Muhesa to Karagwe. Fresh rolling stock having arrived from Germany, a daily "up" and "down" train has been running between Tanga and Muhesa since the commencement of 1900. The survey from Muhesa to Karagwe has been completed, and the earthworks on one-half of this stretch were finished September 1, 1900. The number of natives employed is over 2,000. Much of the work has been handed over to contractors, of whom there are 13. The 54 miles of line from Tanga to Karagwe will probably be opened for passengers and traffic July 1, 1901. The survey for the railway will then be carried on to Mombo, some 28 miles beyond Karagwe. In 1899, the sum of \$24,333, which was asked for the completion of the survey for the proposed Central Railway from Dar-es-Salaam to Mrogoro, was refused by the Reichstag. Up to the present, only the first 30 miles to Kola have been definitely surveyed. Much has been written about the proposed Nyassa Railway, but no commencement has as yet been made. The spot chosen as a starting point is situated on a creek of the Navuji River, either immediately opposite Kilwa Kisiwani, on the mainland, or at a small village called Orero. With reference to the Mrogoro and Karagwe railways, it is stated that the sum of \$377,154 demanded as a first installment for the continuation of the Usambara Railway from Karagwe to Mombo has also been rejected by the budget commission, but the remaining sum of \$231,159, being the last installment for the completion of the line as far as Karagwe, has been voted. The line costs \$17,519 per kilometer (0.62137 mile). The sum of \$486,650, asked for the construction of the section from Dar-es-Salaam to Mrogoro of the projected East African Central Railway, which will join the Cape Cairo Railway at Tabora, has been rejected by the budget commission, and therefore falls out of the present estimates; but the negotiations carried on by the Government for the formation of a syndicate have been brought to a successful conclusion, on the basis of a State guaranty of interest up to 3 per cent of the capital.

BRITISH EAST AFRICA.

Imports in the fiscal year 1899-1900, according to official returns, were 6,642,000 rupees (\$2,152,008), and exports were 1,087,266 rupees (\$352,174).

India sends about 44 per cent of the imports, England some 30 per cent, Germany 14 per cent, and the United States 5 per cent (largely kerosene). The four principal exports—ivory, rubber, cattle, and grain—are divided mainly between England, India, and the United States. About one-fourth of the ivory goes to England, one-fourth to India, and the remainder via London to America. Rubber is shipped almost entirely to England, cattle to Zanzibar, and grain to Arabia.

SOMALI COAST.

The imports of the British protectorate in 1900, according to British returns, amounted to \$2,205,900, and the exports to \$1,912,800. The principal coast towns are Zaila, Berbera, and Bulhor. Cotton goods and glassware are among the chief items of manufactured goods imported, and American cottons are preferred. Exports include hides, coffee, pearls, and ivory.

ERYTHREA.

The total imports in 1900 were stated by the Almanach de Gotha, 1901, at \$1,809,673, and the exports at \$529,876.

The Bollettino di Statistica Commerciale, of Rome, contained a report on the trade of 1899, as follows:

The special trade of the colony Erythrea in 1899 was divided into imports, \$1,308,103, and exports, \$248,965. The chief articles of import were:

Articles.	Value.	Articles.	Value.
Wine	\$64,415	Flour	\$39,927
Brandy	25,000	Edible pastes	36,673
Oils, except olive and mineral	20,445	Camels	19,383
Sugar and sirup	41,137	Horned cattle	99,519
Cotton yarn and tissues	832,298	Animal products	28,970
Wood	74,064	Hardware	41,727
Ironwares	24,753	Coin, precious metals, and stones	45,763
Coal	24,740		
Douira	132,428	Total (including other goods)	1,308,103
Rice	84,446		

In the general trade, the imports were valued at \$1,750,778, distributed among the following countries of origin:

Country.	Value.	Country.	Value.
Italy	\$323,185	Egypt	\$37,248
France	63,011	Ports of Asiatic Turkey	191,539
Great Britain	244,167	India	643,523
Austria-Hungary	176,070	Russia	15,776

The transit trade to Abyssinia was valued at \$224,336, consisting chiefly of cotton goods and flour; to the Sudan, \$218,339, made up of cotton goods, sugar and sirup, flour, and hardware.

The export trade (general) was figured at \$364,234, distributed according to countries of destination:

Country.	Value.	Country.	Value.
Italy	\$24,194	Ports of Asiatic Turkey	\$43,036
France	7,527	India	67,273
Austria-Hungary	126,188	Aden	42,174
Egypt	4,842		

The exports were pearls, mother-of-pearl, dried skins, animal products, precious metals, and coins.

ABYSSINIA.

The Moniteur Officiel du Commerce, Paris, gives the imports in 1900 as \$1,911,300, and the exports as \$1,305,500. In 1899, the value of the import trade was estimated at between 5,000,000 and 6,000,000 francs (\$965,000 and \$1,158,000), and the chief articles of import were:

Articles.	Value.
American unbleached cotton tissues	\$463,200
Indian cotton tissues	23,160
Manchester dressed cotton prints	\$19,300 to 23,160
Inferior value silk goods (mostly of French origin)	15,440 to 19,300
Black half-woolen dress goods	19,300
British madapollams and striped white cottons	38,600
Cotton muslins (Manchester)	14,475 to 15,440
Fine American drills	1,930
Blue India Guinea cloth	43,260
English Turkey red	2,895 to 3,880
Other textiles	3,880
Cotton yarn (British)	38,600
Gunpowder (generally French, some British)	4,825
Persian and Arabian carpets	19,300 to 23,160
Ordinary European carpets	9,650
Swords (German and Russian origin)	9,650
French hunting guns and revolvers	4,825
Kitchen utensils, ironware, cheap clocks and watches, hosiery, glassware, gold and silver watches	3,880
Iron drain pipes	15,440
Candles, soap, morocco leather, small mirrors, preserves	5,790
Spirituuous drinks	28,950
Petroleum	8,880
Toys, silk thread, tobacco, cigars, paper, etc.	19,300

The chief articles of export are coffee, ivory, civet, gold, wax, and goatskins.

Consul-General Skinner, of Marseilles, says that the French are building a railroad in Abyssinia, on the east coast, from Djibouti, the tiny French colony on the Red Sea, to Harrar. The commercial movement between the Empire of Abyssinia and Djibouti, he continues, has now reached a total of about \$3,860,000 per annum, and is rapidly growing. It will be but a short time before the 450 kilometers (279.6 miles) of railway between Harrar and the capital, Addis Abbaba, are completed. In this region, adds Mr. Skinner, the United States should take a very active interest. We have at present a very thriving trade with the Abyssinian Empire, mainly in our staple products, such as cotton and petroleum. This region is perhaps the most promising to our people of all the portions of Africa, and the least known.

NORTH AMERICA.

DOMINION OF CANADA.

Consul-General Bittinger, of Montreal, gives the total imports in the fiscal year ended June 30, 1901, as \$190,415,000, an increase of \$793,000 over the previous year. The value of goods entered for consumption was \$181,237,000. The exports of domestic produce amounted to \$177,639,000, an increase of \$12,458,000 over the preceding year. This was largely made up of mineral products. The trade with the chief countries (goods entered for consumption and exports of Canadian produce) was:

	Imports from.	Exports to.
Great Britain	\$43,164,000	\$92,857,000
United States	110,495,000	67,968,000
France.....	5,898,000	1,436,000
Germany.....	7,021,000	1,374,000

Imports from Great Britain decreased about \$1,750,000, but the reduction was in free goods to which the preferential tariff does not apply. The dutiable goods show a slight increase—nearly \$140,000. Dutiable goods imported from the United States totaled \$53,600,000, against \$53,897,000 in 1899–1900, while free goods were \$56,884,000, against \$55,946,000. In agricultural products, there is a notable decrease in exports. It is believed that Canadian farmers are turning their attention to dairying, stock raising, etc., rather than to grain growing.

The failure of a preferential tariff to seriously affect trade movements, says Mr. Bittinger, is illustrated by the moderate increase in imports from Great Britain. Many classes of goods which some years ago were bought in Great Britain are now more cheaply and conveniently secured in the United States, and it is doubtful if any tariff preference can greatly affect the situation in this regard. The United States, he continues, enjoys more of Canadian custom than the rest of the world put together; and yet the British buy from Canada far more than the people of the United States. The consul-general adds:

It is not as widely realized in our country as it should be that Canada is the best customer the United States has, excepting only Great Britain and Germany. The United States does more business with Canada than with all of South America, as much as with Central America, Mexico, and the West Indies all put together, and nearly as much as with Africa, Asia, and Oceania together.

The export trade of Canada is also increasing in nearly every line. At one time, the exports were largely products of the forests and fisheries. These are now exceeded by the products of the farm and dairy, while exports of manufactures and of minerals are far ahead of those of the fisheries and close to those of the forests. During the past six years, exports from the farm, range, and dairy have risen over \$20,000,000, and exports of manufactures (other than wood) nearly \$8,000,000.

Nearly all of the other consular officers in the Dominion mention the increase in the importation of United States goods. Consul Myers, of St. John, New Brunswick, instances cotton manufactures. Consul Deal, of St. Johns, Quebec, mentions the demand for our shoes. Consul Lang, of Sherbrooke, Quebec, says that the sale of all of our farming implements and machinery is increasing, the report of one company dealing in these articles showing a gain last year of 33 per cent in that section. Consul Twitchell, of Kingston, Ontario, says that our iron and steel manufactures are found in every store. Some hats are coming from the United States, and electric supplies are furnished almost entirely by our country.

NEWFOUNDLAND.

Imports into Newfoundland were officially stated as \$7,497,000 in 1900, and exports as \$8,627,600. Trade conditions in Newfoundland resemble those in the Dominion of Canada.

FRENCH NORTH AMERICA.

Commercial Agent Freeman, of St. Pierre, says that trade in the island is depressed, owing to the Canadian customs regulations and to the passage of a law by the Newfoundland legislature, prohibiting natives of that colony from buying bait at St. Pierre, and forbidding the French to buy bait in Newfoundland. Since this act was passed, the fishing business has been hampered by a lack of bait, and the situation offers a chance for a refrigerating plant. Mr. Freeman suggests that United States manufacturers should look into this matter.

The Feuille de Renseignements de l'Office Coloniale gives the following statistics showing the value of the trade of the French colony of St. Pierre and Miquelon in 1900, as compared with 1899:

Year.	Imports.	Exports.	Total.
1900.....	\$1,820,071	\$2,623,044	\$4,443,115
1899.....	2,511,114	8,008,681	5,519,795

The chief articles of import are animal and fishery products, articles of food and drink, metals, chemical products, piece goods, hides and skins, and manufactures of metals and wood.

MEXICO.

The imports in the fiscal year ended June 30, 1901, amounted to \$65,083,450* and the exports to \$79,003,412—values being stated in gold. The trade with the principal countries was as follows:

	Imports from.	Exports to.
Great Britain.....	\$9,934,684	\$6,016,538
United States.....	35,165,253	56,613,164
Germany.....	7,084,741	2,500,232
France.....	6,564,107	1,412,151
Belgium.....	758,787	2,211,864

*According to Mexican returns.

Imports from the United States increased over \$4,000,000 during the year under review.

Consul-General Barlow, of Mexico City, says:

The figures for the year show a very unsatisfactory year's business for Mexico. Imports increased over the preceding fiscal year \$3,765,275.69, or 5.8 per cent, while the total exports show a slight falling off. A glance at the export figures, however, shows a decline of \$7,395,186.89 in vegetable substances and an increase of \$7,047,419.50 in mineral substances. Most of this increase is due to the exportation of gold and silver bullion, which is a net loss to the nation's resources. Thus, the actual decrease in exports amounts to nearly \$14,000,000. Encouragement is to be found in the falling off of certain imports, such as dry goods, indicating an enlarged home supply.

From the standpoint of the American, the import and export figures are most satisfactory. While imports from the United States show a large increase, those from almost every other country exporting to Mexico—except Germany—show a large decline. Imports from the United States gained \$4,138,838.10, or 11.8 per cent, while the total increase in imports amounted to only \$3,765,275.69, or 5.8 per cent. In other words, while the imports from the United States show an increase of \$4,138,838.10, the imports from the rest of the world show a decrease of \$373,562.41. Imports from the United States amounted to 54.3 per cent of the total imports, as compared with 50.6 per cent in the preceding year.

The balance of trade with the United States is in favor of Mexico. The figures show that while \$35,165,253.10 worth of goods was imported from the United States, \$58,613,164.07 worth was exported thither. The first thing to be considered is that a great deal of gold and silver bullion was shipped to the United States. The exact figures are not obtainable as yet, but they are undoubtedly large. It must also be considered that while imports from the United States show a gain of 11.8 per cent, exports to the United States show a gain of less than 1 per cent, or \$562,021.57. The value of exports to the United States for the fiscal year ended June 30, 1900, showed a gain of 10.8 per cent over the fiscal year ended June 30, 1899. Thus the balance for the year 1900-1901 is decidedly more favorable than that for the year 1899-1900, and when the increased exports of gold and silver bullion to the United States during the past fiscal year are taken into consideration, the balance is still more favorable.

The most noteworthy figures in the tables of trade, aside from those giving the trade between Mexico and the United States, are those showing the falling off in trade (especially in imports into Mexico) between Mexico and Great Britain. Imports from Great Britain show a decrease of \$558,565.16, or 5.8 per cent, from the preceding fiscal year. While it is impossible at this time to give definite figures, it is known that the greatest falling off in any one line is in dry goods, particularly cotton textiles. The value of cotton textiles imported from Great Britain during the year may be roughly estimated at \$1,200,000, as compared with \$2,100,000 during the preceding year, a decrease of nearly one-half. Importations of railway iron and steel for the last fiscal year amounted to about one-third of those during the preceding year, or, roughly, about \$188,000 as compared with \$585,000. Importations of galvanized sheets fell from about \$490,000 in the fiscal year 1899-1900 to about \$290,000 in the fiscal year 1900-1901. Importations of linen textiles fell from some \$190,000 in the fiscal year 1899-1900 to \$135,000 during the fiscal year 1900-1901. In cotton textiles, a remarkable falling off is noted in prints and bleached cottons. The decrease in importations of cotton and linen textiles from Great Britain during the past few years is due in great part to the rise of the native cotton and linen manufacturing industries. Some increases in minor lines of imports are noted, but none is remarkable.

Consul-General Barlow also sends copy (printed) of the President's message at the opening of the last Congress (September, 1901), from which the following paragraphs, descriptive of the progress of Mexico in various lines, are taken:

The increase in the railroad system of the Republic has been 246 kilometers (152.8 miles). The roads that are chiefly noteworthy for their increased mileage are the Veracruz and Pacific, the Coahuila and Pacific, the Nacozari, the Merida to Muna, the Naco and Cananea, and the Parral and Durango. Our railroads now aggregate 15,454 kilometers (9,603 miles). A contract has been signed for the construction of a railroad from the station of San Geronimo, on the Tehuantepec railroad, to the frontier of Guatemala.

The volume of mining locations (denouncements) continues large. During the second half of the fiscal year 1900-1901, 1,450 title deeds, covering an area of 24,459 hectares (50,538 acres), were issued, which is an increase over the previous half year of 420 title deeds and 2,301 hectares (5,686 acres).

At the close of this half year, the number of mining properties paying the tax was 11,865, representing an area of 126,396 hectares (312,825 acres).

With respect to the number of properties, the State of Durango occupies the first place with 1,865; Chihuahua the second, with 1,818, and Sonora the third, with 1,618.

With respect to the area of properties, Sonora takes first place with 19,000 odd hectares (46,949 acres); Chihuahua the second, with 17,400 (42,995 acres), and Durango the third, with slightly more than 15,600 (38,548 acres).

Consul Darnall, of Nogales, notes that Americans are winning more trade in Mexico because they now conform to the requirements of the market. Formerly, he says, only an occasional trade circular from our country, printed in Spanish, reached the consulate; now, fully one-half are in that language. Many United States houses have adopted the plan of sending out young Mexicans or Cubans as traveling salesmen, and as they are usually well acquainted with the wants of the Latin-American trade, they have achieved excellent results.

Although we now supply a large portion of Mexico's imports, Consul Kaiser, of Mazatlan, says that our efforts should be extended to dry goods, hats, shoes, and notions of various kinds. Our exporters, he says, have done little to try to gain this trade in that section of Mexico. The consul is informed that a vessel carrying American goods is about to leave a United States port for the west coast of Mexico, Central and South America, with the object of exhibiting and selling merchandise adapted to the tropical trade at each port.

CENTRAL AMERICA.

BRITISH HONDURAS.

Consul Avery, of Belize, notes that the United States is credited with over \$700,000 worth of the total import trade of \$1,198,700, and that shipments from our country increased nearly \$100,000 worth in 1900—a most satisfactory gain. Exports to the United States amounted to \$242,079. The wood trade of the colony has fallen off because of the increased cost of transportation, as the distances of the supplies from the streams of the colony are increased; but, on the other hand, the fruit trade has made notable advances, shipments to the United States for nine months of 1901 amounting to \$159,417, an increase of \$63,000 over the same period of the preceding year.

Great Britain imported from British Honduras in 1900 merchandise valued at £211,939 (\$1,031,401) and exported thereto merchandise valued at £78,808 (\$383,519).

The distribution of the trade of British Honduras in 1899 is given in German reports as follows:

Country.	Imports.	Exports.
Great Britain.....	\$322,492	\$90,378
British colonies.....	4,609	
United States.....	615,168	245,864

The export of the most important products was:

Article.	Quantity.	Value.
Mahogany wood.....feet..	6,490,168	\$378,675
Cedar wood.....do.....	351,149	25,456
Logwood.....tons.....	24,098	550,509
Bananas.....bunches.....	272,806	75,444
Cocoanuts.....number.....	2,609,881	25,509

COSTA RICA.

A British foreign office report gives the import trade of Costa Rica for 1900 as \$5,922,428 and the export trade as \$6,152,419. The following table shows the percentage of imports from the different countries of origin:

Country.	Per cent.	Country.	Per cent.
United States.....	46.20	Italy.....	2.00
United Kingdom.....	27.30	Other countries.....	2.37
Germany.....	13.50		
France.....	5.94	Total.....	100
Spain.....	2.00		

The chief exports are coffee, bananas, cedar and mahogany, dyewoods, rubber, skins, and precious metals. The banana culture, says a German report, shows the greatest expansion. The number of bunches exported in 1885 was 401,183; 1895, 1,585,817; 1898, 2,331,036; 1899, 2,962,771, and 1900, 3,420,166. These are shipped exclusively to the United States. The export of dyewoods in 1900 was only 8,544,081 pounds, compared with 17,225,289 pounds in 1899. The reason for this retrogression is to be found in the fact that the forests along the coast have been almost stripped, and the low prices received for dyewoods in Europe do not pay for the cost of transportation from the interior.

GUATEMALA.

According to Nachrichten für Handel und Industrie, Berlin, December 18, 1901, the trade of Guatemala for the year 1900 was valued at \$3,127,102 for import, compared with \$4,117,659 in 1899; the exports were figured at \$7,393,204 for 1900 and \$8,370,556 for 1899. The imports came from the following countries:

Country.	Value.	Country.	Value.
United States.....	\$1,418,110	Mexico.....	\$107,357
Great Britain.....	777,341	Other countries.....	260,200
Germany.....	361,970		
France.....	202,124	Total.....	3,127,102

The chief articles of export in 1900 were:

Article.	Value.	Article.	Value.
Coffee.....	\$6,485,937	Wood (mahogany).....	\$102,854
Rubber.....	265,059	Bananas.....	60,617
Hides (cattle).....	232,181	Cacao.....	9,784
Deerskins.....	27,918	Wool stuffs.....	8,880
Sugar.....	192,861		

The exportation of sugar was exclusively directed to the United States; mahogany was sent to Great Britain and Germany; rubber, hides, and skins to Germany and the United States.

The following data, relative to railway construction, have been received from Vice-Consul-General Hunter, of Guatemala:

The Guatemala Central Railroad has now in operation 129 miles of road in this Republic, the main line of 75 miles connecting Guatemala City with San José de Guatemala, an important port on the Pacific, and a branch line of 33 miles running from Santa Maria to Patulul. There are 5 miles of suburban road and 16 miles used exclusively for wood, timber, ballast, etc.

A recent contract provides for the construction of 34 miles of new line from Patulul to Mazatenango, at which point connection will be had with the Occidental Railroad, thus placing the capital in direct communication by rail with the north and west provinces of the Republic. Work on this new line will commence immediately and be completed within two years. Much time must be lost in construction every year because of some five months of heavy rains, which completely inundate the lowlands. The concession will last fifteen years.

With the completion of the Northern Railroad from Puerto Barrios, on the Atlantic, to Guatemala City, there will be a perfect railroad system throughout the Republic, all lines of uniform gauge of 3 feet. The Northern Railroad has now in operation 134 miles from Puerto Barrios to El Rancho, leaving 62 miles yet to be built, the work upon which is progressing rapidly.

All of these enterprises, are being pushed and controlled by American capital.

HONDURAS.

Imports in 1900, according to the Almanach de Gotha, were \$2,416,624, and exports \$5,936,104.

Consul Johnston, of Utila, says that imports from the United States represent from 75 to 80 per cent of the whole, but that nevertheless, the close quarantine of the Louisiana board of health has interfered with business with our country, and several German vessels trading along the coast have delivered goods that would otherwise have been purchased from us. Exports to the United States (consisting mainly of bananas, cocoanuts, rubber, hides, and sarsaparilla) are increasing. Mr. Johnston offers many valuable suggestions as to packing, etc.

Imports from Honduras into the United States in 1900 amounted to \$1,114,466 and exports thereto to \$1,126,832. British imports from Honduras in the same year were valued at \$14,439 and exports thither at \$260,445.

NICARAGUA.

Consul Sorsby, of San Juan del Norte, gives the imports in 1900 as \$3,888,400 and the exports as \$3,445,000. Imports from the United States amounted to \$1,913,900 and exports thereto as \$1,491,000. The trade figures of Cabo Gracias a Dios and Greytown are, unfortunately, unavailable. The commerce, however, the consulsays, is not important, and would not materially change the results. The exports to the United States are probably larger than indicated, as well as the imports therefrom.

A British consular report says: Trade in Nicaragua in 1900 has been fairly good, showing a decided improvement on previous years. The coffee crop was the largest ever obtained. The foreign trade with Great Britain, France, and Germany was:

	Exports.	Imports.
United Kingdom.....	\$1,153,200	\$1,369,823
Germany.....	1,076,226	650,797
France.....	192,198	842,602

SALVADOR.

According to the returns of the Bureau of Statistics, forwarded by Consul Jenkins, of San Salvador, the exports of the country for 1900 were \$3,653,183, against \$4,295,141 in 1899. The decrease was due to the exceptionally heavy coffee crop of 1899. The value of exports to the United States in 1900 is stated at \$543,878. The consul draws attention to the fact that returns from the consular agencies give the exports at \$730,717. Nearly four-fifths of the exports are shipped in the first half of the calendar year. Imports of Salvador are given in the last message of the President to Congress as \$2,628,000. The percentage of imports from the United States is 29.3. Next to Great Britain, it would appear that we have the largest share of the import trade.

GERMAN ENTERPRISE IN CENTRAL AMERICA.

The Department has received the following translation from the Berlin South American Outlook, forwarded by Vice-Consul-General Murphy, of Frankfort:

German trade continues to develop rapidly in Central America. Fully \$60,000,000 of German capital is invested in Central American enterprises, and German plantations occupy an area of 740,000 acres. Large German business houses in Nicaragua, Guatemala, and Costa Rica control, in addition to the entire traffic between Germany and Central America, almost the entire foreign trade of the five Republics with England and California. The shipping trade along the Central American coasts is to a large extent in German hands.

WEST INDIES.

BRITISH WEST INDIES.

Bahamas.—Consul McLain, of Nassau, reports that trade is showing a satisfactory increase, the imports in 1900 amounting to \$1,631,586, and the exports to \$1,008,450, or an increase in the total traffic of over \$200,000 during the year. Imports from the United States were valued at \$1,203,398, and exports to our country at \$834,770. All indications point to a steady advance in our trade with the colony. The prosperity of the Bahamas is in contrast with conditions in many other West Indian colonies, and this is largely attributed to its proximity to and intimate commercial relations with the United States.

Barbados.—Consul Macallister says that the imports in 1900 amounted to \$5,017,200, of which \$1,715,900 came from the United States. The exports were valued at \$4,411,200, and goods to the value of \$2,405,600 went to the United States. Canada is striving to win the commerce in foodstuffs, and two subsidized steamers run from Halifax monthly, with the result that imports in this line from the United States have fallen off. However, we are gaining trade in dry goods, shoes, hats, bicycles, sewing machines, hardware, etc., which will amply make up for the decrease. Apart from the countries mentioned, the trade is mainly with England.

Bermuda.—The imports in 1900 were valued at \$1,933,252 and the exports at \$525,293, says Consul Greene, of Hamilton. The United States contributed \$1,220,072 worth of the imports and Great Britain \$506,169 worth; Canada also sent to the value of \$153,236. The export trade was mainly with the United States, \$485,388 worth of goods having been sent to our country during the year under review, against

\$22,729 to the United Kingdom and some \$10,000 worth to Canada. Machinery of various kinds constitutes one of the chief imports from the United States, nearly equaling in value the food supplies shipped.

Jamaica.—The annual colonial reports (No. 317) contain the following statement:

The value of imports for the year ended March 31, 1900, was \$8,798,109 and that of exports, \$9,091,006. For the first time since the year 1886-87, exports have exceeded imports. The distribution of imports and exports was in the following proportions:

Country.	Imports.	Exports.
	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom	47.2	19.2
United States	43	63.6
Canada	7.1	1.6
Other countries	2.7	15.6

The following table exhibits the quantity and value of the nine principal exports:

Article.	Quantity.	Value.
Cocoa	20,041	\$292,589
Cocoanuts	18,011,568	292,961
Coffee	83,006	691,676
Fruit:		
Bananas	8,046,404	2,936,885
Oranges	107,444,200	705,886
Ginger	20,205	294,963
Logwood	23,671	379,446
Pimento	123,973	844,639
Rum	1,569,187	636,373
Sugar	890,215	949,488

The imports of raw materials were valued at \$369,581, due to the increased importation of coal, which amounted to \$293,581. The imports of metals amounted to \$745,183; textiles, \$2,081,540; oils, chiefly kerosene, \$172,517; live animals, food, drink, and narcotics, \$3,291,618. There was, on the whole, a diminution in the importations of luxuries and an increase in those of necessities.

Vice Commercial Agent Jackson, of Port Antonio, says that many of the goods formerly imported from Europe are now brought from the United States—shoes, cotton goods, ready-made shirts, hardware, and coal now coming from our country almost exclusively, besides the provisions, oil, and lumber that have long formed staples of export. It is safe, Mr. Jackson thinks, to say that 75 per cent of the imports into that section are from the United States.

Leeward Islands.—Colonial returns show that the imports at Antigua in 1900 were valued at \$1,685,751 and the exports at \$1,357,851.

Consul Mowrer, of St. Johns, says that the chief imports from the United States are: Breadstuffs, including flour, \$118,000; corn and oats, \$15,200; pork, \$12,000; pine wood, \$7,800. The import trade, he says, is limited to absolute necessities. Sugar is the main industry, but owing to the use of imperfect machinery it is estimated that nearly half of the product is lost. Efforts are being made to establish central sugar factories with Government aid. Nearly all the product goes to the United States.

Trinidad.—From the *Nachrichten für Handel und Industrie* August 27, 1901, the following is extracted:

The imports into Trinidad for 1900 were figured at \$12,167,922, against \$12,841,696 in the preceding year. The export trade was valued at \$12,621,578, compared

with \$12,521,408 in 1899. The share of the most important countries in this trade was as follows:

Country.	Imports.	Exports.
Great Britain	\$4,291,884	\$4,787,201
Venezuela	3,176,721	1,406,729
United States	2,946,304	8,856,536
France	845,188	1,806,271
British North America	322,392	142,988
Germany	156,006	883,975

The chief articles of import were:

Articles.	Value.	Articles.	Value.
Textiles	\$1,596,922	Meat	\$896,170
Flour	741,047	Fish	302,804
Cacao	670,943	Wood	267,224
Ironware and machinery	634,458	Boots and shoes	231,230
Rice	543,826		

The transit trade is estimated for 1900 at \$2,211,408, which is included in the above figures. The chief exports were: Cacao, \$4,762,676; sugar, \$2,687,402; raw asphalt, \$892,935; refined asphalt, \$163,962; molasses, \$127,336; textiles, \$107,938; bitter brandy, \$180,738.

CUBA.*

Commerce in 1899 and 1900.

Groups.	Twelve months ended December—			
	1899.		1900.	
		Per cent.		Per cent.
IMPORTS.				
Free of duty:				
Articles of food and animals			\$3,846	
Manufactured articles	\$465,499	17	447,235	10
Articles in a crude condition or partly so	186,821	7	1,640,902	38
Articles of voluntary use, luxuries, etc.	100,604	4	78,137	2
Miscellaneous	1,948,519	72	2,190,555	50
Total free of duty	2,701,443	100	4,360,236	100
Dutiable:				
Articles of food and animals	32,868,680	51	30,672,048	49
Manufactured articles	20,942,331	33	23,561,269	38
Articles in a crude condition or partly so	1,130,268	2	616,150	1
Articles of voluntary use, luxuries, etc.	3,786,320	6	3,441,210	5
Miscellaneous	5,359,074	8	4,007,682	7
Total dutiable	64,081,668	100	62,298,354	100
Free and dutiable:				
Articles of food and animals	32,868,680	49	30,675,389	46
Manufactured articles	21,407,830	32	24,008,564	36
Articles in a crude condition or partly so	1,317,084	2	2,257,062	4
Articles of voluntary use, luxuries, etc.	3,886,924	6	3,519,347	5
Miscellaneous	7,307,568	11	6,196,237	9
Total free and dutiable	66,788,111	100	66,658,589	100
Per cent of free		4		7
Total import duty collected	13,086,884		14,238,606	
EXPORTS.				
Products of—				
Agriculture	30,535,379	68	33,308,788	68
Manufactures	12,586,243	27	12,656,515	26
Forest	166,313		1,049,706	2
Mining	516,693	2	680,958	1
Miscellaneous	2,497,301	5	1,341,000	3
Total exports	46,301,929	100	49,014,962	100
Total export duty collected	780,110		1,065,796	

* Figures from the bulletins of the Division of Insular Affairs, War Department.

Commerce in 1899 and 1900—Continued.

GOLD AND SILVER.

Gold and silver.	Twelve months ended December—	
	1899.	1900.
Gold:		
Imports	\$8,494,887	\$3,313,187
Exports	4,609,753	2,024,455
Silver:		
Imports	86,194	107,428
Exports	21,681	418,197

Imports and exports, by countries, including gold and silver.

Countries.	Twelve months ended December—			
	1899.		1900.	
	Imports.	Exports.	Imports.	Exports.
Europe:				
United Kingdom	\$9,831,952	\$2,702,795	\$10,463,325	\$5,428,809
Germany	2,023,993	1,592,548	2,962,779	5,545,827
France	3,667,624	1,714,473	3,297,570	3,253,041
Spain	11,123,634	2,979,887	10,141,566	1,013,008
Italy	73,425	52,278	142,214	83,792
Austria-Hungary	61,902	104,284	111,284	417,677
Azores and Madeira Islands.				2,838
Belgium	259,196	54,789	286,881	74,709
Denmark	28,281		22,503	754
Gibraltar		492		15,690
Malta				50
Netherlands	433,639	11,502	367,467	150,987
Sweden and Norway	252,607	4,985	337,727	11,947
Portugal	500	13,380	69	35,907
Roumania		2,428		1,145
Russia	4	13,875		22,334
Switzerland	15,320	10,735	87,871	3,120
Turkey		4,028	33,200	1,907
Total Europe	27,761,707	9,242,597	23,254,486	16,017,257
Asia:				
China	26,492	850	54,623	7,332
Japan	34,455		74,153	1,127
Arabia				32
India			26,836	
Korea		301		
British East Indies	115,446	1,911	74,390	3,781
Dutch East Indies				410
French East Indies	12,569	2,746		
Total Asia	188,962	5,806	230,038	12,700
Africa:				
British		4,800		73,301
French	1		80	10,930
Portuguese				2,095
Canary Islands		15,111	852	47,396
Egypt		3,791		7,853
Morocco		6,600		
Total Africa	1	30,362	832	141,565
North America:				
United States	36,773,657	40,942,549	32,197,019	* 33,615,627
Bermuda		2,015		3,180
Canada	27,249	79,843	90,000	372,082
Mexico	3,858,210	52,463	3,014,233	90,015
Total North America	40,657,116	41,076,870	35,301,311	34,080,914

* Apparent loss in exports to the United States is accounted for from the fact that during the first nine months of 1899, about \$7,000,000 worth of tobacco and cigars destined for the United Kingdom was shipped via New York and reported as exports to the United States, the countries of ultimate destination not being given.

Imports and exports, by countries, including gold and silver—Continued.

Countries.	Twelve months ended December—			
	1899.		1900.	
	Imports.	Exports.	Imports.	Exports.
Central America:				
Costa Rica	\$14,790	\$1,084	\$51,416	\$6,231
Guatemala	8,163	5,299	.....	7,639
Honduras	785,789	.....	202,418	901
Nicaragua	81,470	980	544	72
San Salvador .....	.....	70	.....	670
Total Central America	840,212	6,708	824,878	15,413
South America:				
Argentina	237,285	109,449	316,699	269,082
Bolivia	33,068	.....	.....	2,300
Brazil	938	9,457	22,061	21,432
British Guiana .....	.....	8,190	.....	4,706
Chile .....	.....	57,442	.....	224,598
Colombia	2,127,942	126,499	1,513,513	68,244
Dutch Guiana .....	.....	.....	.....	725
Ecuador	50,687	7,643	163,167	1,965
Paraguay .....	.....	.....	.....	430
Peru	19,787	7,728	883,064	38,730
Uruguay	741,779	46,968	1,416,443	104,366
Venezuela	1,087,422	88,223	883,900	21,916
Total South America	4,298,928	400,584	4,688,887	753,486
West Indies:				
British	77,907	4,804	9,029	26,962
Danish .....	.....	1,280	281	6,613
Dutch .....	.....	8,291	20	89,823
French .....	.....	268	.....	350
Haiti	47,204	68	56,394	1,367
Jamaica	59,124	.....	31,971	100
Porto Rico	1,348,512	80,691	1,223,845	9,580
Santo Domingo	23,909	870	7,692	.....
Total West Indies	1,556,656	98,067	1,329,232	84,806
Oceania:				
Australasia .....	.....	69,988	.....	344,482
Hawaiian Islands .....	.....	4,434	.....	1,902
Total Oceania .....	.....	74,372	.....	346,474
Total all countries	75,308,612	50,933,363	70,079,214	51,452,614

Quantity and value of the sugar crop of Cuba, 1835 to 1900.

[From Habana Revista de Agricultura, May 1, 1901.]

Year.	Quantity.	Value.	Value per ton.
	<i>Long tons.</i>		
1835	631,967	\$39,653,200	\$62.74
1836	731,723	41,508,300	56.72
1837	646,578	36,474,700	56.41
1838	656,719	45,219,900	68.85
1839	580,338	46,314,300	82.65
1840	632,368	40,137,900	63.47
1841	819,760	53,220,300	64.92
1842	976,789	64,220,000	65.74
1843	815,894	59,481,900	72.90
1844	1,054,214	57,508,100	54.55
1845	1,004,294	42,070,900	41.89
1846	225,221	12,123,300	53.83
1847	212,061	9,543,100	45.00
1848	305,543	13,877,900	45.42
1849	335,699	17,244,800	51.37
1850	300,073	17,583,500	58.59

The following extracts are from a recent report by the British consul in Habana:

As was only natural, the United States has been the principal gainer in the readjustment which has taken place in the Cuban import trade, and now occupies the same relation toward other countries as regards her commercial supremacy in Cuba as Spain did formerly. The latter, however, has lost considerably more than the United States has gained, and the difference, which amounts to about 15 per cent of the total imports, has been divided among the other countries doing business with Cuba.

The largest increase in imports in 1900 is due to the quantity of cattle imported from the Spanish-American countries bordering on the Gulf of Mexico and the Caribbean Sea. As this trade will not be maintained in anything like its present proportion for more than a year or two, when the island will be once more fairly well stocked, the outlay it represents will be then applicable to the purchase of other commodities, in the supply of which the United Kingdom may hope to compete.

DETAILS OF IMPORTS.

Under the head of food products and liquors, there has been a very large falling off, for although cattle to the value of nearly \$4,866,000 are now being imported for purposes of food, and might fairly be included under this head, all the fresh meat needed for consumption in former times was supplied in the island itself and did not therefore form a part of the provisions imported from abroad. The loss in this branch of trade has fallen chiefly on Spanish imports.

In textile goods, there has not been as much difference as might have been expected, though the poverty of the country is marked by the falling off in the imports of the more expensive materials, linens and woollens. In this trade, Spanish goods have also lost considerable ground, to the benefit principally of British goods.

In machinery, however, the imports have fallen to less than 40 per cent of what they were before, and the United States now practically controls the whole trade.

Textiles represent 15 per cent of the imports of Cuba, and the shares of different foreign countries in the trade were as follows: The United Kingdom, 58 per cent; Spain, 20 per cent; France, 13 per cent; the United States, 5 per cent; Germany, 5 per cent.

There was scarcely any difference in the united value of these imports in 1900, as compared with 1899, which may be considered as representing a normal importation, though there was a small falling off in cottons and linens and a nearly corresponding increase in woollens and silks. There was, however, a great change in the direction of the trade, the imports from the United States and Spain showing a large falling off, to the benefit of British, French, and German goods.

The imports of metals and machinery, though much larger than in 1899, are still considerably below those of normal years.

The United States control 75 per cent of this trade, the United Kingdom coming next with 14 per cent. The branches in which British imports were largest were iron and steel and tools and implements. Scarcely any British machinery was imported.

As the financial condition of the island improves, and capital begins to come in, an increase may be expected in the importation of sugar machinery, of rails and railway material, of corrugated iron roofing and steel girders for roofs, and of electrical plants of different kinds.

The imports of provisions and liquors together amounted to about 45 per cent of the total imports. The principal items were as follows:

Live cattle for food, at the rate of 190,000 head per annum, worth \$4,810,000, of which about 70 per cent came from Venezuela, Colombia, Honduras, and Mexico, and the remainder from the United States.

Fresh and salt meats, lard, and dairy products, worth \$7,153,000, 80 per cent of which was imported from the United States, and the remainder in nearly equal parts from Spain, the United Kingdom and British possessions, and other countries.

Jerked beef, worth \$1,678,000, from the Argentine Republic and Uruguay.

Breadstuffs, worth \$3,081,000, almost entirely from the United States.

Rice, worth \$3,168,000, practically all from the British East Indies, though some of it was shipped by way of Hamburg.

Vegetables, largely potatoes, worth \$1,829,000, nearly half of which came from the United States, and the remainder from Spain, Canada, and other countries.

Coffee, worth \$1,941,000, almost entirely from the United States and Porto Rico.

Eggs, worth \$715,000, wholly from the United States.

Fish, mainly dried codfish, worth \$734,000, of which one-third came from the United States, one-third from Canada, and the remainder from the north of Europe.

Fruit, worth \$418,000, of which nearly 70 per cent came from Spain, and the remainder from the United States.

Beer and cider, worth \$681,000, about 60 per cent from the United States and 25 per cent from the United Kingdom.

Wines, worth \$2,077,000, nearly all from Spain.

Spirits, worth \$166,000, chiefly from France.

There have been no changes of importance in this trade in the past year, the only fluctuations which deserve notice being an increase in the importations of jerked beef, coffee, and fish, and a decrease in rice and vegetables, the latter being probably due to development of the market-garden industry in Cuba. There has also been a considerable falling off in the importation of beer and spirits, consequent on the increase in the local manufacture of these liquors.

Although Cuba imports to-day from the United Kingdom and British possessions more than almost any of the Spanish-American Republics except Brazil and the Argentine Republic, its real importance as a market for British goods lies in the great possibilities of its future development. But in order to profit by the increase which may be confidently expected ere long in the Cuban trade, British merchants and manufacturers must bear in mind that only by the closest attention to the requirements of the market, and by promptness in filling orders, can they hope to retain their present proportion of the imports, in view of the competition, under great disadvantages to themselves of distance and facility of communication, which they will have to expect from the United States in almost every class of goods which they supply.

EXPORTS.

By far the greater part of the leaf tobacco exported from Cuba, and all the best quality, was sent through the port of Habana, the shipments amounting to 24,799,010 pounds, of which about 85 per cent went to the United States and the other 15 per cent almost entirely to France and Germany. The remainder, which was of inferior grade and amounted to about 4,500,000 pounds, was shipped from the ports of Gibara and Santiago, in the eastern part of the island, to Spain, France, and Austria-Hungary.

The principal shipments of tobacco, both raw and manufactured, are made between the months of August and December.

The crop of 1899-1900 was unusually large, but not of the best quality, so the price of leaf tobacco for export was rather low. The finer grades, however, were in great demand at home for the manufacture of cigars and fetched high prices, as the previous year's stocks had been quite exhausted.

The export duty of \$1.35 per 1,000 cigars and \$6.80 per 100 kilos of leaf tobacco was suppressed in March, 1901.

All the cigars and cigarettes exported from Cuba were shipped from the port of Habana.

The destination of the cigars was as follows: 94,228,056 to the United Kingdom and British possessions, 38,007,381 to the United States, 29,624,918 to Germany, 9,951,506 to Spain, 9,198,825 to France, and 28,184,446 to other countries, making a total of 209,194,632 cigars exported.

The cigarettes were sent almost entirely to Spain and Spanish-American countries.

The following table shows the production and exportation of Cuban sugar during the past eight years, the difference being the local consumption, which averages rather over 40,000 tons per annum:

Crop.	Quantity.		Remarks.
	Exported.	Produced.	
	<i>Tons.</i>	<i>Tons.</i>	
1892-93.....	718,204	815,894	
1893-94.....	1,083,719	1,064,214	Largest crop.
1894-95.....	882,451	1,004,264	
1895-96.....	225,028	225,221	Insurrection began.
1896-97.....	204,123	212,051	
1897-98.....	251,088	306,543	War with the United States.
1898-99.....	289,973	335,068	Spanish sovereignty ceased January 1, 1899.
1899-1900.....	270,060	300,073	Severe drought in summer of 1899.

The crop of 1900-1901, which is now being shipped, will be very nearly 600,000 tons, and it is believed that the one which will begin to be taken in in December, 1901, will be between 800,000 and 900,000 tons.

The present tendency here is to separate as much as possible the two industries of planting cane and making sugar by the use of the central factory system, which has been found to give the best results, both as regards efficiency in management and economy in first outlay. Indeed, it is not too much to say that the Cuban sugar industry could never have recovered as it has done under the old system of a separate factory for each estate, however small.

The conditions under which cane sugar is produced in Cuba vary so much in different districts and even in different properties that, in the absence of far more complete statistics than are obtainable on the subject, any attempt to arrive at an average cost of production for the whole island would be quite illusory.

To give an idea of the extent to which these conditions may vary, the following points are cited:

(1) The production of cane per acre ranges from 15 to 40 tons, according to the quality of the land, whether it is virgin soil or has been long under cultivation, and whether or no the cane has been recently planted.

(2) The density of the juice, on which the profits of the enterprise very largely depend, is very much affected by seasonable and sufficient rainfall, or the reverse.

(3) The price of labor varies fully 100 per cent, according to the district.

(4) The railway freight payable on sugar to a port of shipment, which depends in great measure on the length of the haul, often represents as much as 10 and even 12 per cent of its selling price.

(5) The cost of manufacturing the sugar varies according to the degree of excellence of the machinery employed and the administrative ability displayed in the management of the factory.

But although it may not be possible to arrive at a true average cost of production of sugar for the whole island, I am enabled, through the courtesy of a gentleman who owns a property in the province of Santa Clara, to furnish the following data as to the actual working expenses he has incurred over a period of several years, which can not but be of value as affording a basis for estimating what might be done on other properties under similar conditions.

I may mention that this property, though a good one, enjoys no special advantages which place it on a different footing as regards working expenses from the ordinary run of sugar estates.

The limits of this report will not admit of my going into much detail, so I will confine myself to giving the expenditure under the three main heads of cost of cane, cost of manufacture, and freight of sugar to a port of shipment.

1. *Cost of cane.*—A large part of the cane now produced in Cuba is grown by "colonos," or small farmers, who sell it to the central factories. It is usually paid for in kind, the "colonos" receiving 5 pounds of sugar at the port of shipment for every 100 pounds of cane delivered at the mill. This rate is, of course, not invariable. In a few districts, as much as 6 pounds is paid for the 100 pounds of cane, and in others the haulage of the cane to the mill is paid by the mill owner; but it is in sufficiently general use to be accepted as a standard.

In a well-managed factory, it may be estimated for purposes of rough calculation that it requires 10 tons of cane to produce 1 ton of sugar. Hence, at the rate just given, half the sugar produced has to be applied to paying for the cane.

2. *Cost of manufacture.*—In the property under consideration, the total annual expenses, excluding only the cost of the cane and the freight of the sugar, amounted in 1893 to \$18.50 Spanish gold per ton of sugar made, and were gradually reduced until in 1898 they came out at only \$15, making an average cost over the whole period of \$16.50 per ton. This figure includes repairs to the machinery.

3. *Freight on sugar.*—The railway freight during the same period averaged \$3 per ton.

The total cost, then, is partly fixed and partly dependent on the price of sugar, which I may mention has averaged during the past two years slightly over 5 reales (62½ cents) per arroba of 25 pounds, or \$56.25 Spanish gold per ton.

IMPROVEMENTS IN HABANA.

A new floating dock, built by an American company, was launched last month and will be ready for use in a short time. Its lifting power is 5,600 tons, its length, without outriggers, is 280 feet, and its inside breadth at the bottom is 66 feet and at the top 72 feet.

The new Habana electric street-railway system was opened for traffic in April, 1901. There are now 35 miles in operation, but the company's concessions

admit of their making considerable extensions. The roadbed is very well and solidly constructed of concrete, and the electric current is conveyed by double overhead trolleys. The motive power is furnished by a 1,500-horsepower vertical Corliss engine and three generators of 800 kilowatts each. All the machinery is of American make. The laying and equipping of the road at present in operation is said to have cost between £1,000,000 and £1,200,000 (\$4,860,000 and \$5,832,000). The management is to be congratulated on having had so far very few serious accidents.

The project for draining and paving the city of Habana, a work which ever since the American military authorities took over the government of Cuba they have rightly regarded as of the highest importance, both on sanitary and other grounds, has now assumed definite shape. The plan of operations has been finally decided on, and the municipal council has published full specifications of the work to be done and invited tenders. The total cost will probably be not under \$10,000,000.

In addition to the many improvements in the public parks and gardens, tending to beautify the city, which owe their initiation to the military authorities, work has been commenced on a new boulevard, which it is intended eventually to construct along the whole sea front of the town, and which will afford a most agreeable and much-needed promenade, and will notably contribute to the comfort and pleasure of residents and visitors.

In conclusion, the American authorities have every reason to congratulate themselves on the general results of the past year. While it is true that the latter part of the year was marked by a depression in trade, which was the natural result of a continued excess of importation over exportation, there is no reason for believing that this is of other than a temporary nature. On the contrary, the evidence of vitality in the productiveness of the country and of energy and administrative economy on the part of its inhabitants affords the best assurance that the dawning prosperity of the island is based on sound foundations, and not the less sound because they have been laid under disadvantageous conditions.

That the United States should profit, as they unquestionably will to a far larger extent than other countries, by the greatly increased trade resulting from Cuba's prosperity, is only natural from their geographical position, and is only right in view of their efforts to secure to her inhabitants peace and good government, and few will be found to grudge them the financial success they will have earned so well. But the creation and development of new sources of wealth can never be to the exclusive advantage of any one country, and there is every reason for believing that the United Kingdom will also profit by Cuba's prosperity in a degree which must depend on the adaptability and energy shown by British merchants and manufacturers in studying and providing for the wants of that market.

COMMERCE OF HAMBURG WITH CUBA.

Consul-General Guenther sends the following from Frankfort:

Advices from Hamburg state that Cuban purchases of German goods, since the cessation of hostilities, have increased considerably. During the years 1895, 1896, and 1897, Hamburg shipped to Cuba between \$470,000 and \$700,000 worth each year; in 1898, \$400,000; in 1899, \$1,400,000; and in 1900, goods to the value of over \$2,000,000. Statistics of Hamburg exports to Cuba cover no less than 130 groups of goods. Exports of rice increased from \$261,000 in 1889 to \$785,000 in 1900; articles of iron, from \$166,000 to \$190,000; malt, from \$14,000 to \$36,000; cotton goods, from \$35,000 to \$66,700; hosiery, from \$117,000 to \$120,000; passementerie goods, from \$28,000 to \$45,700; paper, from \$48,000 to \$77,800; toys, from \$43,000 to \$55,700, etc.

The exports from Cuba to Hamburg have increased also. They fell from \$3,800,000 in 1895 to \$1,590,000 in 1898, but rose to \$3,000,000 in 1899, and to \$3,142,000 in 1900. Cigars and tobacco are the principal exports; wax, woods, and hides are also sent.

BREMEN-CUBA STEAMSHIP LINES.

Consul Monaghan, of Chemnitz, September 17, 1901, says:

According to report, the North German Lloyd has decided to open a line from Bremen to Cuba, vessels sailing regularly every four weeks and touching at Habana, Cienfuegos, Manzanillo, and Santiago de Cuba. Vessels begin sailing for Cuban ports about the middle of November of this year. From February,

1902, it is the intention of the line to have a bimonthly service. This is another example of Germany's endeavor to secure not only markets in all parts of the world, but efficient and regular connections with the same.

DANISH WEST INDIES.

The trade with the principal countries in the latest year for which figures are available has been as follows:

Country.	Imports from Dan- ish West Indies.	Exports to Danish West Indies.
United States (1900).....	\$444,050	\$651,996
Great Britain (1900).....	2,511	429,770
France (1899).....	64,432	1,184,055
Germany (1899).....		10,710
Denmark (1899).....	23,272	24,924

From the above, the imports into the islands may be stated at \$2,301,455 and the exports at \$534,295. Exports consist chiefly of sugar, bay rum, and shells. Most of the sugar is sent to the United States, and represents nearly the entire export of the islands to our country.

The chief importance of the Danish West Indies lies in the harbors which they offer. St. Croix, the largest, has an area of some 80 square miles and a population of about 20,000. St. Thomas, which lies nearest to Porto Rico, has a harbor which for more than a century has been recognized as one of the best in the West Indies. Its depth of water and protection from the hurricanes make it a valuable refuge, and when Denmark, in the early part of the nineteenth century, made it a free port, it became the distributing point for the commerce of the entire West Indian group.

The introduction of steam and electricity within the past few years has greatly reduced its value in this respect, but its importance as a supply, repair, coaling, and naval station has been increased.

Consul Van Horne, of St. Thomas, says that notwithstanding the business depression caused by the sugar crisis, there is an increasing demand for goods from the United States. The uncertainty of communication is about the only obstacle to our trade. The total imports into that port for the fiscal year ended March 31, 1901, were \$831,574.

DUTCH WEST INDIES.

Consul Cheney, of Curaçao, reports that an increasing proportion of United States goods is consumed in the colony. Already, more than half of the articles on sale are of American origin. Within the past year, white cottons, ribbons, umbrellas, canes, and plated ware have been introduced from our country. Our coal practically monopolizes the market. Among the chief imports in 1900 were:

Wood dyes	\$22,000
Dry goods	34,000
Provisions	34,000
Rum	34,000
Cigars and cigarettes	26,000
Meal (wheat, rye, and corn)	110,000
Lumber	11,000
Merchandise	312,000

According to our Treasury returns, the value of United States exports to the Dutch West Indies in 1900 was \$631,339; imports therefrom were

stated at \$241,535. The total imports at Curaçao in 1899 (latest returns available) were \$769,200.

FRENCH WEST INDIES.

Guadeloupe.—The imports in 1900, says Consul Ayme, amounted to \$4,124,000, and the exports to \$3,033,300. France has the larger part of the trade. The United States sends flour and foods, lumber and shooks; England, coal, cotton goods, and galvanized iron; India, rice; Porto Rico, beef and draft cattle; Newfoundland, codfish, and France, everything else. Imports from the United States are estimated at \$1,186,700 and exports thereto at about \$18,000. Mr. Ayme notes that an American exchange was established in the colony last year,* but on account of the indifference of United States exporters, the enterprise has met with small success. Not only were the samples requested not forwarded, but even when plain orders were sent by the exchange, no attention was paid to the requirements stated. He instances an order for a considerable quantity of light iron rails and architectural iron. The exchange wrote to large manufacturers in our country, giving full details and asked for prices. The answers inquired how many thousand tons the exchange would guarantee to handle annually. That order went to France. Our machinery, however, has acquired a firm foothold in the colony.

Martinique.—The *Nachrichten für Handel und Industrie*, of Berlin, has the following:

The imports into Martinique in the year 1900 reached a value of \$6,741,361, compared with \$5,211,874 in 1899. The import trade was composed chiefly of the following articles:

Dried cod	\$271,954	Wine	\$270,083
Flour	414,624	Building wood	123,426
Coal (76,995 tons)	422,758	Cotton goods	235,141

The exports from the colony were valued in 1900 at \$5,242,052, against \$5,184,408 in the preceding year. The most important articles of export in 1900 were:

Raw sugar	\$6,014	Cacao	\$251,674
Refined sugar	2,603,385	Logwood	5,106
Molasses	8,731	Coffee	1,337
Rum and tafia	1,742,845		

HAITI.

The *Nachrichten für Handel und Industrie*, of Berlin, says that the approximate figures of imports and exports of Haiti for 1899 and 1900 (official statistics having not yet been published) are:

Year.	Imports.	Exports.	Increase of exports over imports.
1899	\$4,105,500	\$11,245,500	\$7,140,000
1900	6,842,500	13,328,000	6,485,500

Under date of October 5, 1901, Minister Powell, of Port au Prince, reported that merchants doing business with the United States had largely increased their orders for all classes of merchandise and provisions, in order to take advantage of the old law, by which the duty

* See Advance Sheets No. 914; Consular Reports No. 245. by Google

on all imports was paid in the currency of the country. The importation was greater during the month of September than during the previous nine months. The new law went into effect on October 1, 1901. It provided that the surtax should be payable in gold and that the export duty on coffee and logwood should be reduced.

The coffee crop, says Mr. Powell, is much larger than for the past ten years. Coffee is increasing in value in the French market.

During the past year, the Government did not have to resort to loans, as had formerly been done. Employees were regularly paid, and the country may be said to be in a better financial condition than it has been for the past six years.

The following additional data are from *Nachrichten für Handel und Industrie*:

The importation of dry goods, fancy articles, and hardware into the Republic of Haiti in the year 1900 increased in remarkable proportions, especially in the cheaper grades from Germany, France, and the United States. Food products, as flour, salt meat, salt fish, smoked herring, cooking butter, lard, and bacon, were imported almost exclusively from the United States. Ironware and agricultural machinery, as well as furniture, wagons, saddles, harness, and accessories, were also imported chiefly from the United States. The market for wood was less active than the preceding year. The demand was supplied by the United States. Germany supplied lucifer matches, and shared with France the imports of wine, liquors, and beer. Only the cheapest qualities were imported. The best quality of empty coffee sacks was demanded, and was supplied by Germany, Holland, England, and France. The jute sacks from Holland met with especial favor. The demand for soap is increasing. The factory in Port au Prince will deliver 20,000 boxes a month. The imports from the Dominican Republic are confined to sheep, cattle, and horses. Cattle are also sent for reexport, chiefly to Cuba.

PORTO RICO.

According to returns of the Division of Insular Affairs, War Department, the total imports in 1900 were \$9,989,505, of which the United States sent 69.60 per cent, or \$6,952,114. Exports amounted to \$6,612,499, of which 50.67 per cent went to the United States. The following figures show the trade in 1899 and 1900:

Imports in 1899 and 1900.

Countries from which imported.	1899.	1900.
Spain	\$2,063,764	\$1,202,840
United States	3,954,869	6,952,114
United Kingdom	1,705,620	724,809
British possessions, n. c. s.	548,664	355,990
Germany	999,209	894,273
British East Indies .....	.....	8,581
Cuba	6,607	10,239
France	868,206	210,965
Netherlands	53,908	51,230
Belgium	17,758	4,062
Denmark	85,146	22,417
Italy	20,956	82,927
Austria-Hungary	11,474	14,466
Venezuela	12,997	7,784
Santo Domingo	150	2,495
French possessions	143	12
Sweden and Norway	749	1,884
Danish possessions	4,971	285
Switzerland	1,018	521
Mexico	4,568	.....
Portugal .....	.....	252
Haiti .....	.....	124
Other countries	860	7,625
Total	9,805,919	9,989,505

Exports in 1899 and 1900.

Countries to which exported.	1899.	1900.
Spain	\$1,047,608	\$526,990
Cuba	1,375,261	1,833,898
United States	8,457,557	3,850,577
France	2,139,455	464,808
Germany	604,079	82,507
United Kingdom	15,508	6,383
Italy	687,415	238,131
Austria-Hungary	364,783	60,583
British possessions	379,746	306,372
Denmark	18,373	24,086
French possessions	15,596	45,011
Netherlands	25,843	2,730
Santo Domingo	16,044	45,245
Danish possessions	23,380	22,332
Sweden and Norway	28,489	5,733
Dutch possessions	571	2,996
Venezuela	6,671	610
Belgium	8,668	-----
Haiti	-----	193
Other countries	-----	3,439
Total	10,156,541	6,612,499

GERMAN PLOWS IN PORTO RICO.

Consul Warner, of Leipzig, calls attention to the fact that Germany has been exporting plows to Porto Rico during the past year, and suggests that proper steps be taken by United States manufacturers of agricultural and farming implements to bring their superior products to the attention of the people of that island.

BRITISH VIEW OF PORTO RICAN TRADE.

The following extracts are taken from annual series No. 2647 of British consular reports:

The general trade of Porto Rico may fairly be said to have much improved, although the commercial benefits are in but one direction—that of the United States. The great enterprises projected, which, when in operation, will without doubt bring a good measure of prosperity with them, primarily through the employment of the superabundance of unoccupied labor, all seem to be hanging fire for want of capital.

Coffee, which in normal times is the principal of the three staples of the island, did not, owing to the great damage done to the plantations by the hurricane of August, 1899, yield, on an average of the whole island, one-fifth of an ordinary crop. Indeed, many of the poorer plantations had no crop at all, through want of capital to clear up their smothered cultivations. The new tariff makes no change in coffee introduced into the United States, which was free before; therefore there has not been the stimulus of additional profit. The planters had not the means of raising money as easily as the sugar growers, to spend in clearing their wrecked gardens, and this inability, added to the damage to trees that nothing but time can cure, has resulted in the virtual failure of the crop, rendered doubly crushing by the growing descent in prices. Taking the medium of the years 1896 and 1897 as an average, the 1900 crop falls short to the extent of 46,868,000 pounds.

The sugar crop is reported excellent from all points of view, more especially as from the new commercial relations with the States it is considered that the duties imposed upon sugars from foreign parts are equivalent to a bounty of £10 (\$48) per acre per crop.

A considerable extent of sugar land has been purchased by American speculators during the year, and much more earmarked for absorption when the financial status of the island shall be more firmly established.

Sugar centrals are projected for many places with good chances of realization.

Oranges continue to be planted in all parts of the island, but as yet to no extent on a scale that would indicate the establishment of a large trade. The reports of

the competition to be met from California appear to have steadied speculation. Several hundred boxes of oranges were shipped to the United States, but with no very encouraging result.

During the year, the census of the island was taken, which fixes the population at 953,243, a figure more than two-thirds of the Cuban total. It shows an increase of 16 per cent over the population given in the census of 1887, and a density of occupation of 264 souls to the square mile. Of the population, 589,426, or 61.8 per cent, are so-called white; 38.2 per cent, or 363,817, are colored. Only 13,872, or 1.5 per cent, are of foreign nationality, of whom 11,422 are white. Of the white aliens, 7,690 are Spanish, scarcely any of whom renounced their nationality on the American occupation.

In this census is included a number of British West Indian natives, who took the oath of allegiance to the United States.

During the year, the short railway from the capital to Rio Piedras was converted from steam to electric traction, a much-appreciated improvement. The other short line on the west side of the harbor, opposite San Juan, from Cataña to Bayamon, is expected soon to follow suit.

That which has hitherto been known as the French railway, and in which there is said to be considerable British interest, is for the future to be known as the Porto Rican Railway. Its conditions of concession embraced the complete circumvallation of the island. From one cause and another, only four sections of the complete ring were made upon the guaranty of 8 per cent as granted by the original Spanish concession. Previous to the American occupation, the line was already in difficulties with the Spanish authorities to the extent even of cancellation. The matter became worse under the new régime, which caused the company to send out a special commissioner, who, it is said, is authorized to agree to a diminution of guaranty, and to engage to complete the line within a short time, in exchange for suspension of penal powers held under the original concession.

On May 1, 1900, the new civil government was inaugurated by Governor Allen, from which date Porto Rico becomes self-governing under the Constitution of the United States, with an elected legislative assembly and a nominated executive council.

In due time, many concessions were applied for and granted for railways, tram lines, mining, docks, piers, road traffic, etc., but owing to a clause in the act of Congress which gave the island its legislation, submitting all concessions to the amendment or veto of the Senate at Washington, money has not been forthcoming to put the various enterprises into execution, nor will it be, it is said, until this clause is repealed. Money is reported to be ready for all ventures, but will not be invested under present circumstances.

Many mining claims have been registered for gold, coal, iron, copper, and other metals, but their worth is more than problematical. Gold has been found from the earliest times, but never in sufficient bulk to make its search a paying occupation.

The first months of the year kept well up the universal enhancement in the prices which had set in on the American occupation, but it exceeded all expectations in August on the substitution of the United States coinage for the provincial, of which 1.66½ pesos equaled \$1 United States.

The standard peso, in spite of its intrinsic inferiority, was made synonymous with the standard dollar, and consequently there was an immediate rise all round of 66½ per cent in prices, a bad experience for fixed incomes already suffering from a rise of more than 50 per cent from the old Spanish times.

Values of lands, especially town lots at San Juan, went up enormously, so much so as to prohibit building speculation, the landlords holding out for the most extravagant figures. The result is an enormous increase in house rents. For instance, a house that was let in the suburbs in 1897 for 30 pesos per month was let in 1900 for \$50, while in the town it is estimated that one has to pay \$50 per month for a flat for which one would refuse \$15 in New York.

Domestic wages have risen in the same proportion. Where the peso was asked, the dollar is required and freely granted in the case of English-speaking domestics, all of whom are colored.

Labor of all sorts in the town and port demanded, and generally obtained, a similar rise, but not without a series of strikes.

In the interior, wages did not rise in the same proportion, and in some districts they remained stationary, owing to the abundance of men thrown out of work through the hurricane of 1899.

Although throughout the year there was considerable discussion as to harbor improvement, such as dredging the main channel to a safe depth for the recep-

tion of the larger class of men-of-war, which, under existing circumstances, decline to make use of it, nothing has been done or determined, nor has anything been concluded as to the site of the projected new naval station. However, during the year a large and commodious commercial roofed pier 480 feet long by 80 feet wide has been built, capable of accommodating vessels up to 26 feet draft of water. It has all modern facilities for loading, discharging, and watering.

With the exception of road making in various parts, no Government works have been put into execution.

SANTO DOMINGO (DOMINICAN REPUBLIC).

Exports in 1900, says Consul-General Maxwell, of Santo Domingo, amounted to \$6,005,864, and imports to \$3,233,177. In addition to the provisions and lumber, the United States now supplies a good portion of other building materials, such as nails, hinges, locks, etc. Galvanized-iron roofing, as well as spouting and guttering, come from England, although the United States product is superior. The difference in price, however, gives the former an advantage. Mr. Maxwell continues:

I note with pleasure that our trade in several lines has largely increased in the past few years. Three years ago, it was hardly possible to find a shoe or hat of American manufacture, but now they are handled by many houses.

SOUTH AMERICA.

ARGENTINE REPUBLIC.

The foreign trade for 1900, compared with that of 1899, was:

Description.	1899.	1900.
Imports	\$118,850,671	\$118,485,069
Exports	184,917,531	154,600,412
Total	301,768,202	268,085,481

The following table shows the chief countries participating in the commerce:

Country.	Exports to—	Imports from—
Germany	\$20,070,188	\$16,635,613
West Indies	438,251	19,639
Belgium	17,980,838	8,430,880
Bolivia	578,646	122,422
Brazil	6,185,507	8,741,877
Chile	870,008	124,214
Spain	2,697,391	8,691,998
United States	6,882,768	13,438,529
France	19,007,990	10,897,866
Italy	4,304,154	14,324,498
Netherlands	3,905,082	173,833
Paraguay	161,613	1,800,948
United Kingdom	23,890,696	38,632,753
Uruguay	2,302,599	520,449

Minister Lord sends from Buenos Ayres the following figures compiled by the legation, relative to the foreign trade of the Argentine Republic in the first six months of 1901, as compared with the same period in 1900:

Description.	January-June, 1900.		January-June, 1901.	
	Imports.	Exports.	Imports.	Exports.
Dutiable	\$49,791,587	\$34,896,321	\$47,088,774	\$41,598,280
Free	6,736,156	69,202,830	9,583,001	56,178,504
Total	56,527,693	94,099,151	56,619,775	97,776,784

According to these figures, says the minister, the increase of imports for the first six months of the present year, compared with the same period last year, amounts to \$92,082, and that of exports to \$3,677,613, or a total increase in foreign trade of \$3,769,695 during this period.

The following paragraph is taken from the British Board of Trade Journal, June 20, 1901:

Harvesting machinery and windmills are almost entirely, if not exclusively, supplied to Argentina by the United States. There is very little chance to oust

these American articles from this market. The importation of toys comes from Germany and France. The Germans send their circulars in Spanish, reducing their prices and weights to the decimal system.

BOLIVIA.

According to the Brazilian Review, the foreign trade of Bolivia for the first six months of 1900 was figured at \$9,071,521, divided as follows: Exports, \$6,042,587, and imports, \$3,028,934, giving an excess of \$3,013,653 for the export trade. The import trade was distributed by countries as follows:

Country.	Value of trade.	Country.	Value of trade.
Germany.....	\$557,208	France.....	\$144,342
Great Britain.....	408,862	Belgium.....	94,195
Argentine Republic.....	384,866	Chile.....	85,918
Peru.....	361,714	Italy.....	71,268
United States.....	156,686	Spain.....	14,008

The chief articles of export were:

Article.	Value.	Article.	Value.
Silver.....	\$2,901,868	Cacao.....	\$174,700
Tin.....	1,530,636	Coffee.....	41,531
Caoutchouc.....	897,632	Quinine.....	30,726
Copper.....	272,676	Rides.....	14,068
Bismuth.....	54,960		

MINERAL WEALTH OF BOLIVIA.

The following has been summarized from a work published by the Bolivian statistical office:

It is difficult to give even an approximate idea of the mineral wealth of Bolivia; it may be said to comprise nearly every mineral known. Gold, silver, and copper were the metals best known to the aborigines; but iron, tin, lead, copper, bismuth, cobalt, aluminum, and antimony are also found in abundance and in the most varied combinations.

Tin, on account of its increasing industrial uses, is one of the most important metals. The tin of Bolivia is found to be as pure and as rich as that of Malacca, and to be superior to that of Cornwall. The districts producing tin are situated on the eastern slopes of the Cordilleras of the Andes, extending from north to south for a distance of more than 300 miles. The departments of Potosi, La Paz, and Oruro are chiefly represented in the production of tin. The most important mine is that of Huanuni of Oruro, which was worked on a small scale in very ancient times. Under the present system of working, this mine produces about 100 tons per month; the principal vein worked varies in width from 2 to 8 feet. The deposits can not properly be called veins on account of their irregularity and the number of dislocations. The richest tin is generally found at the bottom, giving 50 per cent of the oxide. The mines of La Paz are some 16,000 feet above the level of the sea; that of Chorolque is also worked for bismuth—tin being found on one side of the vein and bismuth on the other. This mine is worked by German engineers. The whole output from this district is only about 200 tons of tin per year. The total exportation of tin from Bolivia is estimated at from 400 to 500 tons per month.

During the first six months of 1899, 396,608 pounds of bismuth were exported, 1,536,386 pounds of antimony, and 3,460,814 pounds of copper. It is certain that if modern methods of mining were employed, especially smelting furnaces, there would be a notable increase of production.

Bolivia has in her territory 11,533 miles of navigable rivers; she has also in recent years notably improved her means of communication with the outside

world. In 1899, she had 575 miles of railway in operation and 1,787 were projected; her telegraph lines extended over a distance of 2,020 miles.

The agricultural products of Bolivia are noted for their superior quality. The coffee of Yungas equals Mocha in delicacy of aroma. Bolivian sugar is celebrated for its fine crystallization, the cotton for the exquisite fineness of its thread, while the wool rivals that of Angora in the size and silkiness of the fleece.

Petroleum is found in three departments, hard coal in one, and peat in the greatest abundance in several districts.

RUBBER.

The Belgian consul-general at Santiago gives the following data as to the production of rubber in Bolivia:

The chief centers of the industry are in Beni and Caupolicán. The rubber is conveyed largely by the river Madeira, and the trade is hindered by the difficulties of transportation—18 waterfalls and 72 rapids necessitating the canoes and cargoes being dragged overland for a certain distance. The cost of transport is 87 cents per 25 pounds going downstream. Losses due to shipwreck average 5 per cent of the cargo. The total production in 1899 was 6,946,863 pounds, valued at \$5,937,800.

RAILWAYS IN BOLIVIA.

From German official reports, the following is taken:

There is only one railway working in Bolivia—the Oruro—connecting it with Antofagasta, Chile, a narrow-gauge road 575 miles long. A branch of 23 miles runs to the mines of Huanchaca. It is intended to extend the main line to La Paz, making the length of the entire road 764 miles. Other railway lines planned are: From La Paz to Desaguadero in junction with the line from Oruro; from Colquechaca to the Oruro-Antofagasta road; from Oruro to Cochabamba and to the Beni River; from Tupiza, Cotagaita, to Potosí (a continuation of the Argentine line from Jujuy); from Potosí to Uyuni; from Beni to Santa Cruz. Oruro, La Paz, as well as to the Aguiri and Punis rivers; finally, from Puerto Perez to La Paz. It is said that a company is to be created in London which will have charge of the construction of the road from Oruro to Cochabamba. The interest of the capital necessary will be guaranteed by a national loan.

TRADE OF LA PAZ.

Vice-Consul-General Murphy, of Frankfort, sends a translation from the Berlin Suedamerikanische Rundschau, as follows:

The German consul at La Paz reports that Germany holds the first place, as far as importations into Bolivia through La Paz are concerned, in deliveries of woollens and silks, iron wares, clothing, knitted wares, and furniture. France leads in the importation of wines and liquors, owing to the fact that it has for years had a commercial treaty with Bolivia under which French wines are admitted free of duty. If the United States is first in the importation of cotton wares, this is due to the fact that it supplies a much-used article, gray shirting, which even Manchester can not manufacture so cheaply. Germany takes the second place in cotton wares, while England comes third. An important article of importation from Germany is machinery for mines and smelting works. The entire material for the water-works of the city of Oruro was brought from Germany. Cannon and rifles were also supplied by Germany through English firms. Narrow-gauge railways are mostly of German origin.

Concerning exportations from the department of La Paz, no statistics are available. The principal export article was rubber. In smaller quantities, cinchona bark and tin ore were also exported. From Corocoro, important quantities of very rich copper ore are sent to England. The departments of Oruro and Potosí export much tin and silver ore, the business being chiefly in German hands. The richest tin ore in the world comes from Bolivia, but many of the mines are in the hands of persons of small means, whose capital is not sufficient to render possible a profitable exploitation of the property.

BRAZIL.

The trade of the principal countries with Brazil, in 1900, was:

Country.	Imports from Brazil.	Exports to Brazil.
United States	\$34,914,507	\$11,516,681
Great Britain	28,988,871	30,004,822
France (1899)	26,402,400	20,861,500
Germany	27,480,000	10,876,600

The total imports of Brazil in the first seven months of 1901 were valued at \$49,117,700, and the exports at \$94,628,765.

Minister Bryan, of Petropolis, under date of July 3, 1901, reports the expiration of the Brazilian "funding-loan arrangement." He says:

Official statements show that the finances of this country are upon a more solid foundation than for years past. Specie payments of the foreign gold obligations have been resumed; Brazilian securities have risen from 45 per cent to 75 per cent of par; the volume of paper money has been diminished from 788,000 contos* to 689,000 contos; the sterling value of the milreis has risen from 5½d. to 11¼d. (11.25 cents to 23.8 cents); the import duties, formerly all payable in a depreciated and fluctuating currency, are now collected 25 per cent in gold and 75 per cent in paper, being an actual value equivalent to 45 per cent and 55 per cent respectively; £1,000,000 (\$4,866,500) have been paid on the 1897 emergency loan, completely extinguishing that obligation; 21,000 contos (\$11,500,000 par) of treasury bills outstanding July 1, 1898, have been paid off, and their issue is now no longer resorted to; £2,500,000 (\$12,166,250) of internal gold interest-bearing bonds have been paid off or exchanged into currency obligations; and finally, important reductions have been made in current administrative expenditures.

Consul Girimondi, of Santos, says that it is well recognized in Brazil that goods of United States manufacture are superior to those from Europe. German hardware is handled only because of its cheapness. Our trade with Brazil, he says, has increased heavily of late years, and the demand for our goods is growing. Our sewing machines hold their own everywhere; our clocks and watches also have an excellent reputation, and the cheaper grades sell well. Machinery for electric tramways, as well as the rolling stock, has been purchased from us, and our electric fans and typewriters dominate the market. Among other goods which are securing a firm foothold are bicycles, picture-frame moldings, hinges, bolts, wire nails, screws, locks, tools, fire-arms, cutlery, razors, lamps, agricultural implements, drills, and cotton canvas. There is a good opening for our textiles and for furniture.

CHILE.

Consul Greene, of Antofagasta, sends figures showing that the imports in 1900 amounted to \$46,916,421 and the exports to \$61,201,242. The United States contributed \$4,416,000 worth of the imports, or 9.41 per cent; Great Britain had over 33 per cent of the import trade, and Germany 26.7 per cent. Of the exports, our country received some \$2,311,000, England \$44,981,200, Germany \$7,382,900, etc. A German review of Chilean trade in 1900 is quoted as follows by Deputy Consul-General Hanauer, of Frankfort:

Last year's imports show an increase, especially for ironware, scales, cars for transportable railroads, paper, glass, and common porcelain ware, hats, sacks

* The conto equals 1,000 milreis.

and bags, wine, drugs, wheat, tallow, and hides. Coal shows an increase in value which is owing to the enhancement in the price of that article. Imports decreased in cotton fabrics, coffee, candles, and Paraguayan tea. Chilean exports for 1900 were larger than in the preceding year in copper, guano, gold, and salt-petre. The agricultural exports decreased, the decline being especially noticeable in wheat. Wool and hides also gave diminished export figures, but the shipments of nuts, potatoes, and hay were larger.

COMMERCIAL RESOURCES OF TERRA DEL FUEGO.

From the Bulletin de Géographie Commerciale, Paris, 1901, the following is taken:

The archipelago of Terra del Fuego is usually represented as a desolate, unproductive country, yet the principal islands possess dense forests, and most of them have numerous streams of water. The territory of Magallanes, which belongs to Chile, is especially destined to become prosperous. Sheep raising and the exploitation of building woods and of petroleum wells are among its sources of wealth. Magnetic iron abounds, and coal, although of mediocre quality, is found on the Atlantic coast and on the Straits. Punta Arenas, the capital, owes its rapid development to sheep raising and gold washing. The sheep of this region appear to be native to it; the wool is longer, more silky, and tougher than the Argentine wool and is not greasy. It finds a ready sale in English markets. There is no sickness among the sheep. The chief exports are gold in powder and nuggets, wool, ostrich feathers, skins of llamas and of seals, live sheep, refrigerated mutton, and tallow. In the last five years, three concessions on the south coast of the Straits—one of 150,000 hectares (370,650 acres), one of 200,000 hectares (494,200 acres), and the third of 1,000,000 hectares (2,471,000 acres)—have been made to English societies. On the north coast of the Straits are some very prosperous French concessions. The only Argentine establishment is at the southern extremity of the archipelago. The island of Hoste, which is very mountainous, has a colony established by an English mission. The washing of the auriferous sands here has given good results.

Punta Arenas is a free port. Merchants, especially from Argentina, flock there, exchanging their manufactured articles, almost at the European price, for skins, gold, and building wood. The Chilean Government keeps a small squadron of steamers to police the canals, protect the shipwrecked, and prevent gold washing or seal killing by unauthorized parties.

COLOMBIA.

The commerce with the chief countries competing in this market, in the last year for which returns are accessible, was:

Country.	Imports from Colombia.	Exports to Colombia.
United States (1900).....	\$3,080,427	\$2,605,544
Great Britain (1900).....	1,376,762	1,774,740
Germany (1899).....	2,586,108	1,208,804
France (1899).....	4,185,977	8,929,886

Commercial conditions in the country are described as follows in a report to the Department of State, dated August 11, 1901:

The commercial situation here is more depressed and more difficult for all kinds of legitimate transactions than it has been since the beginning of the civil war now in progress. From the gathering of the crops to the shipping thereof great difficulties, in many cases insurmountable, are encountered. The majority of the coffee crop has remained ungathered because laborers could not be secured. Of the crops gathered a great deal remains on the plantation or deposited elsewhere because beasts can not be secured to ship it to the Magdalena River. Other large quantities of coffee remain at river ports awaiting shipment. The coffee in hand which, for various reasons, can not be forwarded for export is roughly spoken of as hundreds of thousands of bags. A great deal of this coffee was bought by for-

eigners, or taken by them in payment of debts, before the imposition of the present duty of 60 cents gold per 100 kilograms (220.46 pounds), and before the heavy increase in freight rates from the interior to the coast had taken place. All this coffee to-day represents heavy loss. It is insisted by those familiar with the business that coffee from the interior of Colombia can not withstand the present charges against it. For example, an itemized statement of the charges of a ton of coffee in the husk (pergamino) from Bogota to New York foots up \$80.59 gold before the coffee is taken out of the ship at a New York dock. It is stated by way of comparison that the cost of shipping the same amount of Brazilian coffee from the interior of Brazil to New York is \$10 gold, leaving the ton of Colombian coffee at a disadvantage of \$70.59 gold as compared with the Brazilian product. Adding to the sum of \$80.59 gold, representing the shipping charges from Bogota to New York, the sum of \$50 gold per ton, present value of the coffee in this market, the ton of coffee costs the shipper \$130.59 gold in the hold of the steamer alongside the dock in New York. The ton of coffee when cleaned (trillado) is reduced to about 1,600 pounds, so that the coffee when it arrives in New York, and before it is unloaded, represents a cost of 8.16 cents gold per pound. To this must be added commission and all costs of handling in New York.

Hides are held in large quantities and can not be shipped for the reasons that prevent the shipping of coffee. Quantities of hides, representing large values, have so deteriorated as to become worthless. In some instances, this has resulted from the impossibility of obtaining poison for their preservation, and in others because they had already been so heavily poisoned that they would stand no more. The inability to ship hides is particularly vexatious to holders, because of the present high prices of this article of export in the New York market. Hides, unlike coffee, would easily stand the present heavy freight and other charges against them, if they could be got to New York. Many American houses are heavily interested in the present large holding of Colombian hides and coffee—some of them directly as owners, others as creditors of Colombian holders, and some in both respects.

There is no means of foretelling how soon the present strained situation may be relieved. Those most interested are not basing their calculations on early relief.

In spite of the general decrease in trade, Consul Malmros, of Colon, thinks that importations from the United States are advancing slightly. There is a growing demand for American negligee shirts, collars, and cuffs, as well as boots and shoes.

ECUADOR.

Consul-General De Leon, of Guayaquil, says the imports into Ecuador in 1900 were figured at \$7,373,100 and the exports at \$7,748,500. The following were among the chief articles of export:

Article.	Tons.	Value.
Cacao.....	18,820	\$5,312,800
Vegetable ivory.....	19,621	779,400
Caoutchouc.....	502	630,300
Hides.....	747	185,100
Straw hats.....	35	165,100
Sugar.....	1,739	121,500
Coffee.....	2,300	408,100
Fruit.....	4,618	94,400

The import trade, by countries, was:

Country.	Value of commerce.	Country.	Value of commerce.
Great Britain.....	\$2,208,400	Belgium.....	\$282,100
United States.....	1,978,800	Peru.....	261,200
Germany.....	1,308,100	Italy.....	196,400
France.....	724,400	Spain.....	165,100

Minister Sampson, of Quito, transmits the following official statistics of the trade between the United States and Ecuador for 1898 and 1900. The custom-house records of 1899, in Guayaquil, were destroyed by fire.

Description.	1898.	1900.
Importations	\$1,094,576	\$1,980,000
Exportations	1,074,655	1,420,500

The importations into Ecuador consisted of flour, kerosene, hardware, lumber, lard, steel rails, machinery, and textiles. The exportations to the United States consisted of cacao, coffee, rubber, hides, hats, and ivory nuts. For a number of years, says the minister, the trade between Ecuador and the United States has been increasing; from present indications, the year 1901 will not be an exception. The balance of trade is in favor of the United States.

Mr. De Leon says that United States trade is increasing, because of purchases for the Guayaquil and Quito Railroad (progress on which is rather slow), quicker communication, lower freight rates, and the advent of American commercial travelers. Our goods in many lines, notably shoes, cottons, steel and iron ware, are conceded to be the best.

FALKLAND ISLANDS.

Imports, in 1900, according to Consul Rowen, of Port Stanley, amounted to \$463,600, of which nearly \$430,000 came from the United Kingdom. There are no data as to exports. In 1898, they amounted to \$519,000, and the imports to \$325,400. Wool, hides, and tallow constitute the chief exports; provisions, apparel, building materials and timber, machinery, and ironmongery are imported. The principal import from Great Britain was apparel—\$155,000.

THE GUIANAS.

British.—Consul Moulton, of Demerara, says that imports for the fiscal year ended March 31, 1901, amounted to \$6,688,937, and imports from the United States were valued at \$1,901,332. Exports to foreign countries aggregated \$9,928,349, and to the United States \$4,365,505. Imports from England were valued at \$3,230,495, and exports thither at \$4,555,240. There was a shrinkage in the quantities of flour and other foodstuffs brought from the United States during the year, and bicycles also declined. On the other hand, machinery for the electric trolley plant, shoes, shooks, staves, coal, etc., increased. England sends about three-fourths of the manufactured articles required by the colony. If the pending reciprocity treaty with the United States were concluded, the consul thinks that our exports of manufactures to British Guiana would increase at least 30 per cent.

Dutch.—Imports in 1900 aggregated \$2,466,640, of which \$567,698 worth came from the United States, \$270,312 from England, and \$1,196,999 from the Netherlands and Germany. Exports were valued at \$2,216,329, of which the United States received \$1,209,937, the Netherlands \$779,318, England \$143,223, etc. In considering the import trade, Consular Agent Deyo notes that some \$212,000 worth

of goods enters through Demerara and Barbados, and most of this is of United States origin. Hydraulic plants from our country have been installed in the gold-mining districts.

The chief imports from the United States, says a British consular report, were flour and meal, \$122,000; machinery, \$55,500; oil, \$40,000; and lumber, \$27,500.

French.—According to La Quinzaine Coloniale, Paris, October 10, 1901, the foreign commerce of French Guiana in 1900 was figured at \$1,884,074 for the import and \$1,270,608 for the export trade, a decrease in the total trade of \$501,472 as compared with the figures of 1899.

The import trade was divided, according to countries, as follows:

Country.	1898.	1899.	1900.
France	\$1,385,543	\$1,068,518	\$1,809,189
French colonies	54,475	45,776	54,631
Other countries	593,801	571,500	520,054
Total	2,033,819	2,814,794	1,884,074

The principal articles imported were:

Articles.	Value.	Articles.	Value.
Metal, and manufactures of	\$351,066	Textiles	\$123,921
Farinaceous products	300,457	Skins and manufactures of leather	33,031
Beverages	274,724	Oils and vegetable juices	30,232
Animal products	213,354	Marble, stones, and fuel	35,957
Live animals	139,651	Other	216,616
Colonial commodities	136,287		

The United States furnishes the greater part of the imports of lard, butter, salted beef, and wheat flour.

The exports for 1900 were:

Articles.	Value.	Articles.	Value.
Essence of rosewood	\$10,105	Cacao	\$1,608
Rosewood	8,747	Swimming bladders	1,205
Gold	1,159,045	Ornamental feathers	533
Fecula	2,169	Phosphate rocks	36,108
Caoutchouc (balata)	2,965		

The article continues:

The industries at present in operation in French Guiana are three distilleries of rum; two brick manufactories of private initiative, and five under Government direction—the bricks sell from \$17.87 to \$19.30 the thousand; 5 steam sawmills; three small manufactories of essence of rosewood—2,204 pounds of wood give about 22 pounds of the essence. Caoutchouc figures in the export trade at \$2,965. This industry will increase. The balata is found everywhere, as many as 25 to 30 trees per acre. A tree may be tapped every four years on two-thirds of its circumference and gives on an average 4.2 quarts of milky juice—that is, 4.4 pounds of the coagulated gum. The balata caoutchouc contains a notable proportion of gutta-percha. The demands for permits for the exploitation of balata gum have multiplied since the beginning of 1901. In the first four months, 417,599 acres were conceded, making 551,083 acres now taken.

PARAGUAY.

A British consular report says that the value of the total imports during the year 1900 may be estimated at \$1,798,529. The share taken by various countries in this trade is given approximately as follows:

Country.	Amount of trade.	Country.	Amount of trade.
United Kingdom.....	\$816,161	Spain.....	\$40,480
France.....	396,712	Italy.....	105,136
Germany.....	350,062	Brazil.....	24,050

The trade of Paraguay with the United States, says Consul Ruffin, of Asuncion, is increasing, and the prospects are that before the expiration of 1901 it will have reached an unprecedented volume. For instance, the firm of Angulo y Cía. has devoted considerable space to an exhibition of United States goods, and is doing a large business, especially in agricultural implements. It expects to make many sales of carriages, electrical supplies, bicycles, dry paints, and other articles of United States manufacture. The consul continues:

A contract has been made with a large landowner here for the establishment of a quebracho factory, for the production of extract of quebracho for use in tanneries. Another plant known as "curupay," I am informed, gives even more tannic substance than the quebracho, the yield being as high as 36 per cent. and, in my opinion, a factory for its utilization would prove an excellent investment. As yet, the scheme has never been tried.

The engineers who have been considering the establishment of waterworks for the city of Asuncion will shortly submit to the authorities the results of their observations, when the Government will call for bids. The works will be quite extensive and will involve the use of considerable quantities of piping and iron material. In addition to the waterworks, the Government will, in the near future, take up the matter of road building and the dredging of the pass at Angostura.

PERU.

Consul Dickey, of Callao, gives the imports in 1900 as \$11,261,352 and the exports as \$21,860,279. Both showed a notable increase compared with the figures for the preceding year. The commerce with the chief countries was as follows:

Country.	Imports.	Exports.
England.....	\$5,261,400	\$10,167,400
Germany.....	1,754,900	2,511,100
United States.....	1,447,500	4,647,000
France.....	760,900	596,300

The principal articles of import from the United States are cottons, sewing machines, furniture, weighing machines, revolvers, clocks, oil, steel, rope, perfumes, iron pipings, rubber hose, grease, copper plate, medicine, wood, windmills, wheat, locomotives, agricultural implements, typewriters, medicines, leather, steel rails, and bicycles. Wheat was imported from the United States last year, but with a good crop in Chile, it is doubtful if our product can compete. To increase our trade, says the consul, we need transportation facilities on the west coast, an American bank, and the granting of long credits. Packing of United States goods has improved.

The Department has received from Minister Dudley, of Lima, a review of the export trade of Peru during 1900, showing an increase in the total of 46.4 per cent compared with the preceding year. The article says:

The rise in the price of copper has given a great impulse to mining, and the shipments of copper to Great Britain during 1900 have been so considerable as not only to offset the decrease in silver exportation consequent upon its fall in price, but to increase the total exportation of minerals to the extent of \$3,053,803. Sugar has followed its normal development. The exportation of cotton during 1900 was remarkable, amounting to 7,246 metric tons, and if it is considered that the six cotton-drill factories (Tocuyo) in Peru produce each year about 800,000 pieces of 40 yards each (12,000,000 yards), representing a consumption of approximately 1,400 tons, the total production of cotton may be estimated at somewhat more than 8,600 tons.

The exports to different countries were distributed in the following proportions:

Country.	1899.	1900.
	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom.....	50.44	46.49
United States.....	4.49	21
Chile.....	18.54	18.7
Germany.....	7.49	11.47
Ecuador.....	8.89	.99
France.....	8.8	2.68
Bolivia.....	1.18	2.21
Colombia.....	1.46	.98
Other.....	7.71	.58
Total.....	100	100

The greatest increase has been to the United States. In 1897 alone, our exports to that country amounted to 4.49 per cent of our total exports by the Pacific route, and in 1900 they amounted to over 20 per cent of the total. This is mainly due to the establishment of countervailing additional duties on sugar in that country. This customs measure has the effect of favoring one of the principal articles of export from South America.

URUGUAY.

Imports in 1900, says Consul Swalm, of Montevideo, amounted to \$23,977,600 and exports to \$29,388,200, the principal item in the latter being the products of slaughterhouses—over \$26,000,000. The imports were made up principally of the following:

Comestibles, cereals, and spices	\$4,900,000
Soft goods and materials	4,300,000
Raw material and machinery	7,200,000
Ready-made clothing	1,100,000
Drinks, in general	2,300,000

The completion of new branches of railway, opening rich, productive lands, will add greatly to the development of the country. English capital is wholly employed in these extensions.

The exports for 1900 are given in German reports as follows:

Articles.	Value.
Cattle.....	\$552,379
Slaughterhouse products.....	27,510,255
Agricultural products.....	1,728,287
Ship provisions.....	124,019
Other.....	474,445
Total.....	\$30,387,385

Consul Swalm says there has been general business depression throughout the year, due to the failure of the crops, the stagnated condition of the wool market, etc. Nevertheless, there is a gratifying increase in the variety of United States manufactures appearing in the stores. The amounts are not yet of importance, for foreign competition is sharp, but it is only a question of time when our goods will win their way, and prominent importers of Uruguay realize this so clearly that they are endeavoring to get exclusive agencies for American products.

Work on the port improvements is being hastened, most of the materials for construction coming from France, as a French company obtained the contract. The completion of these works is regarded as a means of rehabilitating the port.

VENEZUELA.

The following table shows the trade of the principal countries with Venezuela:

Country.	Imports from Venezuela.	Exports to Venezuela.
United States (1900)	\$5,529,858	\$3,016,782
Great Britain (1900)	601,655	2,782,673
Germany (1900)	2,308,600	1,190,000
France (1900)	3,270,300	442,300
Spain 1900	1,300,000	238,961

Consul Goldschmidt, of La Guaira, says:

The trade of Venezuela, as of many other Spanish-American countries, is profitable. The merchants here compare favorably, as a rule, with those of any country.

When we consider the amount of United States merchandise sold in Venezuela (according to statistics, we lead all countries). I can not help thinking that this success is due not to the trade methods of our exporters, but to the superiority of our goods. If this is the case under the present conditions, how much more successful would we be if we sent abroad men who had the interests of their employers at heart, who understood their business, and who spoke the language of the country to which they were sent.

I have been in Venezuela four years, and in that time the number of American mercantile travelers arriving at this port (the most important commercially of this country) can almost be counted on the fingers of my hands, whereas not a steamer arrives from Europe that does not bring French, German, or English commercial travelers. These men, especially the Germans, systematically visit this country and are thoroughly acquainted with the wants of the trade. They have letters of credit to the most important houses, which gives them a standing that is hard to shake. But in spite of all this, an American traveler comes here occasionally and goes home with his order book well filled. With proper efforts, we would win the now neglected South American trade.

ASIA.

ADEN.

Consul Cunningham, of Aden, gives the imports in the fiscal year ended March 31, 1901, as \$12,264,100, and the exports as \$9,814,300. There is a notable decrease in trade as compared with the previous year, due in part to the fact that the exports from certain Red Sea towns, which formerly appeared in the Aden returns, are now shipped direct. Further, the plundering of the caravans in Somaliland by the Mad Mullah has paralyzed the trade in those districts. This has especially affected the traffic in cotton goods.

Exports to the United States were valued at \$1,648,471. They consist mainly of coffee and skins. The most important article of import is cotton fabrics. Efforts are being made to import American flour into Red Sea ports. There is no obstacle to its introduction, says the consul, except the local prejudice in favor of the Indian product. Merchants in this trade believe that in time, the superiority of our flour will gain for it a part of the Arabian market. The value of total imports from the United States in the year under review was \$1,273,132.

BORNEO.

The trade of British North Borneo for 1899, according to the report of the British North Borneo Company, amounted in imports to \$1,152,333, and in exports to \$1,613,693; total, \$2,765,693. The following table shows the value of the principal articles imported during 1899:

Articles.	Value.	Articles.	Value.
Rice, grain, and flour.....	\$252,322	Tobacco	\$33,768
Cloth	151,487	Oils	32,830
Spirits and wine	82,644	Sugar	26,733
Provisions	68,474	Machinery, railway materials.....	22,512
Opium.....	62,377	Other articles of merchandise.....	300,629

The principal exports for the same period were:

Articles.	Value.	Articles.	Value.
Tobacco	\$373,278	Sago flour	\$41,272
Cutch	68,948	Battans	59,663
Timber.....	88,641	India rubber	82,830
Gutta-percha	57,687	Other articles of merchandise.....	340,494

The report continues:

Agriculture is the chief industry, and the cultivation of tobacco stands first. In all, there are 13 estates in Marudu Bay, Darvel Bay, Cowie Harbor Bay, and Kinabatangan River, four different parts of the territory. Next in importance are coffee, cocoanuts, gambier, pepper, hemp, and rhea, all of which have been successfully grown. India-rubber planting has also been attracting attention;

on Bengaya, there is a large plantation. As yet, there are no large gardens of tapioca or cotton, although both seem to be indigenous and grow well.

In addition to the planting industries, there are a cutch factory at Sandakan and another in Marudu Bay, and two sawmills and three engineering shops in Sandakan, where repairs to vessels can be effected. The natives of the interior employ themselves in hunting for jungle produce—gutta-percha, india rubber, camphor, beeswax, rattan, etc. The country has not been opened up by roads, and places in the interior can only be reached by river (where practicable) or by severe jungle walking. A railway has been commenced to connect the inland districts with the coast. The lines, starting from two points on the west coast—viz, Weston and Jesselton—are to run for some 20 miles in a northeasterly direction and for 58 miles in a southwesterly direction, respectively, meeting at Beaufort, on the Padas River. From Beaufort the line is to run almost due southeast, skirting the Padas River and the Penotal Gorge, till it reaches Lenom in the interior.

BRITISH INDIA.

The imports in the fiscal year ended March, 1901, according to Consul-General Patterson, of Calcutta, were valued at \$296,772,700, of which \$244,089,000 was represented by merchandise. The exports of merchandise amounted to \$333,457,000, and the total exports to \$367,642,000. The trade was seriously influenced by the drought and famine. Nevertheless, imports exceeded in value those of the two preceding years, while the exports, though less than for the fiscal years 1898-99 or 1899-1900, were larger than in any previous year. Cotton goods is one of the most important items of import, representing 36 per cent of the total value; the consul-general urges American exporters to pay more attention to this line of trade. The United Kingdom sent 63.8 per cent of all the imports and the United States only 1.6 per cent, according to official returns, though there is no doubt that our trade was really larger, as many of our goods came into the country indirectly.

Of the export trade, the United Kingdom takes 30.1 per cent and the United States 6.9 per cent, the remainder being divided between China, Germany, the Straits Settlements, France, etc.

The consul-general forwards an interesting statement, prepared by a native merchant, giving the reasons why the United States has so small a share of the import trade, and suggesting measures for increasing that share.

CEYLON.

Consul Morey, of Colombo, gives the imports in 1900 as \$38,181,420, and the exports, exclusive of specie, as \$35,335,490. Exports to the United States amounted to \$2,246,041, and imports therefrom to \$225,040. The chief items of import were flour, kerosene, coal, hardware, vehicles, tobacco, cotton goods, and electric machinery. The imports of cotton goods from our country were valued at over \$30,000; tobacco, \$25,000; flour, \$44,800; electric materials, \$9,400, etc. Plumbago, tea, and cocoanut oil are the principal exports to the United States.

CHINA.*

The following extracts are from the official report of trade for 1900, issued by the imperial maritime customs:

GENERAL.

The great expansion of China's foreign trade, shown by the statistics for 1899, was continued during the first half of 1900; but the disturbances in the north,

* For the text of the Chinese protocol, see Advance Sheets, No. 1180; Consular Reports No. 256.

which became serious in June, not only stopped for a time all trade at Niuchwang and Tientsin, which had shown such improvement during the previous year, but naturally had a depressing effect throughout the ports. The idea that the Boxer movement against the Christian converts could be successfully employed in the deliverance of the country from foreign dictation and interference was accepted by only a limited party in Pekin and by certain officials in the northern provinces. Elsewhere, it was fortunately received with a skepticism which proved sufficient to save China from a general war, and trade went on as usual, hampered only by a want of confidence engendered by the uncertainty of the political outlook. In the south, a rebellion which at one time looked serious was promptly suppressed by the authorities, but caused some disturbance to trade in the districts affected. The Yangtze Valley was kept wonderfully tranquil, and one or two abortive attempts at insurrection were immediately quelled. The power of the officials to preserve order has never been more strikingly manifested. That trade was not more ruinously impeded, always excepting the actual area of hostilities, during a year which was so exceptionally trying to merchants and so full of unrest for the populace, shows its vitality and how quickly it will revive when peace is restored. We may hope that the Chinese Government, under the pressure of circumstances, will now awake to the necessity of developing the resources of the country, and we shall then see China becoming more wealthy under the stimulus of apparent misfortunes. The strength of the Chinese lies in their industry and commercial aptitude, and not in their capacity for war, and the cultivation of friendly relations with foreign powers will serve them better than the vain policy of exclusion and resistance to progress.

The close of the decade offers a convenient opportunity for a general review of the progress of trade. The record of the principal articles imported from 1891 to 1900 shows that, with some exceptions, the trade in cotton piece goods has remained practically stationary, and in some items has even fallen off. The exceptions are American drills, jeans, and sheetings, which show a strong advance, and cotton flannel (principally American) and cotton lastings, which are evidently increasing in favor. English shirtings and T cloths, with English drills, jeans, and sheetings, have made no headway. Japanese cotton goods seem likely to find an enlarged market. English cotton yarn has not progressed, while Indian and Japanese yarns have advanced rapidly. The trades in woolen goods and metals are not growing. Candles, cement, clocks and watches, aniline dyes, window glass, paints, and perfumery have gradually increased in demand, while flour, kerosene oil, matches, and soap have been imported in much larger quantities every year.

As regards heavy cotton goods, the expansion in American manufactures at the expense of British is natural, and must be expected to continue. Indeed, it is remarkable that the Lancashire goods have held their own so well. The rapid growth of the cotton-weaving industry in America has resulted in a production in excess of domestic requirements, and America has become an exporter under favorable conditions. Proximity to China, cheaper freights, and the evident advantage of using indigenous cotton are all factors which will contribute to the future expansion of American trade. In fancy cotton goods, such as lastings, Lancashire can hold its own, as these goods are mostly manufactured from Egyptian cotton. English cotton yarn can not be expected to make progress in the Chinese market against the competition of the Indian, Japanese, and local mills. The demand is for low counts, and while the principal business of the English mills is in high-count yarns, the mills of India, Japan, and China are provided with machinery specially arranged to meet the demand for coarse yarns in the Eastern markets.

REVENUE.

The total revenue for 1900 was 22,873,986 haikwan taels (\$16,485,282), being 3,797,476 haikwan taels (\$2,729,584) less than in 1899—the highest on record.

TRADE.

One would naturally have expected a disastrous commercial panic, with heavy failures, but the year has been, generally speaking, a fairly good though anxious one. Trade was so brisk during the first six months of 1900 and revived so strongly toward the close that, contrary to all expectations, the value of the foreign trade was well up to the average of late years, although naturally falling short of such an exceptional year as 1899.

At Niuchwang, such astonishing progress was shown previous to the disturbances that a rapid recovery may be looked for. Tientsin may possibly be adversely

affected for some little time, but it is just as likely that the profits of the military occupation and the wide distribution of hoarded wealth which has taken place will lead to an early increase of trade there. Personal experience is more persuasive than advice, and the Chinese Government will probably be more disposed to regard with favor the extension of railways since the arduous journey of the court to Hsi-an, to which place supplies came very slowly and suffered considerably in bulk on the road. Famine, too, has come under their immediate notice, and the people were perishing around them without hope of the relief which railways could have brought. Whatever changes may result from the events of 1900, whatever readjustments may take place in the share of the trade taken by each country, it may be confidently expected that the foreign commerce of China, as a whole, will continue the expansion which was so marked in 1899.

IMPORTS.

The net value of the import trade was 211,070,422 haikwan taels (\$152,118,453). It was not to be expected that under such unfavorable circumstances, the figures of the previous record year would be reached; but it will probably come as a surprise that 1898, which beat all former years, should have been exceeded.

With the exception of jeans, all heavy goods felt the disturbance in their principal markets in the North; though Dutch and Indian drills and Indian sheetings showed small improvements, English cotton yarn fell away again, and the importation declined to 4,122,138 pounds—less than half what it was ten years ago. Indian yarn only amounted to 131,465,200 pounds, a great decrease on previous years. The principal feature of the trade was the increased demand for printed and dyed goods. Cotton prints rose to 968,828 pieces, printed twills to 68,915 pieces, cotton lastings to 1,216,460 pieces; velvets and velveteens were in greater demand.

The value of the woolen goods was in excess of that of 1898, though nearly all the principal staples fell below the import of 1899. Camlets, long ells, lastings, and especially blankets were imported in excess of 1898, but Spanish stripes and Italian cloth fell off.

Metals were about equal in value to the 1899 total, but with the exception of iron plates, tin and tin plates, quantities did not compare favorably. This trade seems to make no progress. Among sundries, brass buttons, candles, flour, needles, silk piece goods, soap, and umbrellas, all exceed the quantities imported in 1899. American kerosene oil fell from 40,724,989 gallons to 34,447,112 gallons; Russian, from 35,695,116 to 32,708,757 gallons; while Sumatra oil rose from 11,993,202 to 16,424,155 gallons. There was an increase in the import of coal which amounted to 864,158 tons. The value of sundries was rather in excess of that of 1898.

EXPORTS.

The value of the exports was estimated at 158,996,752 haikwan taels (\$114,588,959)—a heavy falling off, as compared with the figures for 1899, but only some 40,000 taels below those of 1898. This result may, under the circumstances, be regarded as satisfactory and unexpected. Raw cotton, in consequence of the short crop in America, was exported to the extent of 711,882 piculs (94,917,600 pounds), but this is not likely to be a permanent feature of the export trade. Hemp, hides, horns, nutgalls, oils, straw braid, and tallow were all exported in greater quantities. Sesamum seed made a large advance, while rush hats more than doubled. There was, of course, a heavy falling off in the exports from Niuchwang and Tientsin, and beans and bean cake, with wool, show decreases; but with the exception of these two ports, the trade was not much affected by the political situation.

The year was disastrous for the silk trade.

Trade of China with the principal countries.

IMPORTS.

Country.	1899.		1900.	
	<i>Hk. taels.*</i>		<i>Hk. taels.*</i>	
Great Britain	40,161,115	\$28,998,068	45,467,409	\$32,768,362
Hongkong	118,096,208	85,068,818	98,846,617	67,696,257
India	81,911,214	22,992,060	16,813,629	12,117,150
Straits Settlements	3,646,195	2,627,063	2,625,358	1,892,023
United States	22,288,745	16,059,041	16,724,496	12,053,842
Philippine Islands	21,641	15,592	12,615	9,236
Europe, except Russia	10,172,898	7,829,213	10,273,405	7,404,045
Russia	3,235,239	2,229,549	4,296,507	3,053,251
Manchuria, Russian	289,165	208,343	156,056	98,704
Japan and Formosa	35,996,745	25,863,606	25,752,664	18,559,967
Macao	3,406,616	2,455,835	2,336,359	1,611,693
Turkey in Asia, Persia, Egypt, etc	841,850	606,583	1,237,418	891,804

EXPORTS.

	1899.		1900.	
Great Britain	13,962,547	10,060,015	9,856,428	6,743,178
Hongkong	71,845,558	51,764,725	63,961,634	45,097,150
India	1,731,498	1,247,544	2,865,345	2,065,054
Singapore and Straits Settlements	2,231,792	1,606,006	2,435,355	1,755,160
United States	21,685,715	15,624,558	14,751,631	10,631,500
Philippine Islands	61,629	44,404	113,831	82,038
Europe, except Russia	36,763,506	26,488,106	24,976,619	18,000,649
Russia	15,331,186	11,046,120	7,222,733	5,205,424
Manchuria, Russian	3,225,806	2,324,063	5,151,382	3,712,601
Japan and Formosa	17,251,144	12,429,449	16,938,053	12,317,254
Macao	5,624,487	4,196,543	4,710,359	3,394,756
Turkey in Asia, Persia, Egypt, etc	2,496,962	1,799,076	2,604,610	1,877,142

*The hankwan tael in 1899 was valued by the United States Mint at 72.05 cents; in 1900, at 72.07 cents.

Chinese trade in articles specified as American.

Article.	1899.		1900.	
	<i>Hk. taels.*</i>		<i>Hk. taels.*</i>	
American sheetings	9,610,060	\$6,924,070	6,236,255	\$4,494,469
Jeans	272,745	196,518	871,588	267,800
Drills	4,216,004	3,067,681	2,351,479	1,694,711
American kerosene oil	6,501,789	4,684,589	6,304,884	4,548,570

*The hankwan tael in 1899 was valued by the United States Mint at 72.05 cents; in 1900, at 72.07 cents.

Foreign firms and residents in China.

Nationality.	Firms.	Residents.
British	424	5,471
American	81	1,906
German	120	1,343
French	82	1,054
Dutch	9	106
Danish	3	156
Spanish	8	221
Swedish and Norwegian	4	204
Russian	21	1,941
Austrian	7	91
Belgian	10	100
Italian	9	133
Japanese	212	2,900
Portuguese	16	1,175
Korean		42
Nontreaty powers		34

UNITED STATES TRADE WITH CHINA IN 1900.

Consul-General Goodnow, of Shanghai, says:

Aside from cotton goods, I am of the opinion that more merchandise was imported into China from the United States in 1900 than in 1899, in spite of the general decrease of trade. It is impossible to give exact figures on this subject, as the publications of the imperial maritime customs, so far as regards trade of the United States with China, are misleading. The customs credit the trade to the country from which and to which the carrying ship clears, without taking any note of the country in which the goods originated or for which they are destined. All goods shipped by Canadian Pacific steamers are credited to British America; goods shipped via Hongkong are credited to Hongkong; goods shipped via London are credited to Great Britain; the large shipments from the Pacific coast via Japanese lines are credited to Japan. The amount of American trade, particularly, is minimized by this method.

IMPORTS.

The customs value the imports from the United States in 1900 at about \$12,053,300. This total is at least \$6,000,000 too little. In the table of imports which follows, the amounts of cotton goods and kerosene are as given by the customs returns under the name of "American." The amounts of flour and timber also are as given in the customs returns, as all of those articles are known to be from America. The amounts of the other articles enumerated are approximate, and are estimated by me after consultation with the importers of the various items.

Imports from the United States in 1900.

Article.	Value.	
	Taels.	\$.
Drills.....	2,361,479	\$1,763,009
Jeans.....	371,568	278,684
Sheetings.....	6,236,255	4,000,191
Kerosene.....	6,304,384	4,728,288
Flour.....	8,329,888	2,497,401
Timber.....	1,084,567	775,925
Cigars and cigarettes*	900,000	675,000
Wearing apparel*	100,000	75,000
Raw cotton*	380,000	270,000
Machinery*	450,000	337,500
Household stores*	500,000	375,000
Beer, wine, etc.*	210,000	157,500
Iron*	250,000	187,500
Lead*	100,000	75,000
Leather*	150,000	112,500
Clocks and watches*	75,000	56,250
Sundries*	2,000,000	1,500,000
Total.....	24,723,186	18,542,862

*Approximate.

I am confirmed in my belief that the above figures are correct, from the fact that they agree with former statements of the statistical authorities of the customs, that their tables credited America with only about two-thirds of her import trade. My figures are also confirmed by the United States statistics of exports. By these corrected figures, the United States is second only to Great Britain in amount of goods sold to the Chinese.

EXPORTS.

The customs value the exports from China to the United States in 1900 at 14,751,631 taels (\$11,063,723.25). These figures are farther from the truth than are those in regard to our imports. The table following shows the total amount of invoices of goods shipped to the United States, as filed in this consulate (Shanghai) during the year 1900, and the total of the invoices filed in the other United States consulates in China for the first nine months of the year. I have not at hand the figures from the other consulates for the last quarter of 1900.

Exports to the United States in 1900.

From—	Value.	From—	Value.
Shanghai	\$12,851,192.66	Tientsin (9 months)	\$968,412.84
Canton (9 months)	8,406,044.91	Chefoo (9 months)	61,811.15
Amoy (9 months)	1,669,826.12		
Fuchau (9 months)	872,618.26	• Total	19,588,512.24
Hankau (9 months)	564,470.80		

*United States gold.

The exports to the United States from the six consulates named above, during the last quarter of the year, may be safely estimated at \$1,000,000.

According to the above figures, the United States buys more goods from China than does any other nation, and her total trade with China, imports and exports, equals that of Great Britain (not including colonies) and is far ahead of that of any other country.

RAILWAYS IN CHINA.

The *Revue du Commerce Extérieur* of Paris, gives the following list of foreign railway concessions in China:

LINES AT PRESENT EXPLOITED.

(1) Line from Shanghai to Wusung, constructed in 1896, destroyed soon after, and reestablished in 1898; length, 18 kilometers (11.2 miles).

(2) Line to Pao-Ting from Tientsin, 60 kilometers (37.3 miles) north of the Great Wall by Shanhaikwan, with junction for Pekin; length from Shanhaikwan to Tientsin, 280 kilometers (174 miles); from Tientsin to Pekin, 185 kilometers (83.8 miles); north from Pekin, 65 kilometers (40.4 miles); total, 490 kilometers (298.2 miles). This line was constructed by the order of Li Hung Chang after 1876

LINES CONCEDED SINCE 1897 (IN CONSTRUCTION OR PROJECTED).

Russia.—Line projected via Tsitsikhar, Kirin, Vladivostock, with branch line to Port Arthur and Niuchwang; length, from the Transbaikial region to Vladivostock, 1,425 kilometers (885.4 miles); branch line to Port Arthur, 800 kilometers (497 miles). These lines are entirely in Russian hands. They have an immense strategic importance; they form the shortest route connecting Europe and the Far East. Commenced in 1897, they will perhaps be completed in 1904–1905. The Russian network will be joined with the Chinese network by the line from Shanhaikwan to Niuchwang, with branch line to Sin-Minting, near Moukden.

Germany.—Triangular line from Kyao-chau to Chinan to Yen-Shun and from Yen-Shun to Kyao-chau; length, 1,000 kilometers (621.4 miles). This is the shortest route leading from the navigable part of the Yellow River to the sea. The loan was subscribed at Berlin June, 1899.

France-Belgium.—Line from Pekin to Hankau. This is the first railway decreed by imperial edict in China. The loan was placed in circulation in Paris and Brussels in April, 1899. The works on the north have been commenced by English engineers. The road is finished as far as Pao-Ting-fu, 80 kilometers (49.7 miles) distant from Pekin, and now running. The construction has stopped 100 kilometers (62.1 miles) from Pao-Ting-fu and the surveys are finished as far as Chun-Thé, or to 200 kilometers (124.2 miles) farther to the south. On the side of the Yangtze, the works are completed to Sin-Yang, 200 kilometers (124.2 miles) from Hankau. This long line will be joined by a first branch at Tai-Yuan-fu and by a second at Tsinan-fu.

England-Germany.—Line from Tientsin to Chinkiang; length, 1,000 kilometers (621.4 miles), with branch line to Tsinan. The northern part will be confided to German engineers; the southern part to English engineers.

England.—The Pekin syndicate intends to build the line from Tai-Yuan to Fu-Shun-fu; length, 450 kilometers (279.6 miles). The British-Chinese corporation has obtained the concession for two lines starting from Shanghai, of which one will go toward the northwest to Su-chu, Chinkiang, and Nankin, and the other to the southwest—to Hang-chu and Ning-Po.

Southern China.—Line from Canton to Hankau, with branch line to Hongkong; length, 1,200 kilometers (745.6 miles). The road will be built by a Belgian syndicate.

Railways of the French Tonkin.—(1) Line from Lao-Kai to Yunnan; (2) line from Lang-Sou to Long-Shun; (3) line from Nan-Ning to Pakhoi.

HONGKONG.

British Colonial Reports No. 314 contain the following table, showing the principal articles of import into Hongkong in vessels of European construction, in 1899, with the increase or decrease compared with 1898:

Articles.	1898.	Increase.	Decrease
Beans	\$3,360	-----	\$1,419
Bones	857	\$619	-----
Coal	327,277	-----	62,075
Cotton yarn and cotton	16,408	-----	1,019
Flour	48,523	-----	784
Hemp	15,645	-----	10,611
Kerosene:			
Bulk	29,049	-----	8,015
Case	38,360	10,221	-----
Lead	8,079	1,060	-----
Liquid fuel			1,023
Opium	1,321	65	-----
Pitch			1,168
Rattan	1,906	-----	
Rice	367,891	11,631	-----
Sandalwood	610	-----	886
Sulphur	241	-----	14
Sugar	87,185	-----	40,108
Tea	2,998	-----	127
Timber	29,068	6,907	-----
Other	540,654	-----	7,292
Total	1,514,444	30,523	128,998
Transit	981,867	-----	29,807
Grand total	2,446,311	30,523	158,805

The total imports of Hongkong are estimated at \$20,000,000, and the exports at \$10,000,000.

DUTCH INDIA.

Consul Rairden, of Batavia, says that the imports in 1900 amounted to \$78,761,256 and the exports to \$104,131,510. Imports from the United States were valued at \$1,156,904, an increase over the previous year of \$26,000. A satisfactory trade was done in bicycles; and though there was a falling off in the demand for machinery, the consul thinks it was due to market conditions and that the outlook for the present year is bright in this line. Coffee, sugar, and rice machinery has done well. There is also a steady increase in the importation of our canned goods, which are acknowledged to be superior to those imported from Australia, and are in great demand.

Exports to the United States in 1900 were valued at \$24,804,638.

FRENCH INDO-CHINA.

The Bulletin Economique de L'Indo-Chine says that the import trade of Indo-China for the year 1900 was figured at \$35,906,567. The export trade reached the value of \$29,208,293.

According to *La Dépêche Coloniale*, the imports of Cochin China and Cambodia were valued at \$25,685,256 and the exports at \$20,896,751.

The import trade of Tonkin for 1900 amounted to \$12,419,308 and the exports to \$7,791,267.

In a recent address in Rouen, France, M. Dounier, governor-general of Indo-China and Yunnan, laid stress upon the growing prosperity of the colony, the remarkable increase of commerce with the home country, the security with which France had established herself there, and especially the importance of Indo-China as a basis for French commercial and territorial expansion in Asia. He said:

Anam and Tonkin have an administration admirably fitted to the needs and customs of the inhabitants. The most cordial relations exist between the civil and military authorities.

At present, there are more than 1,500 miles of railroad, and numerous canals are being constructed. The finances are prosperous, and despite the great expense of newly created roads and ports and of the sustenance of an army of 30,000, there is in reserve more than \$5,000,000.

Indo-China is a great colony, not because it is double the area of France, but because it represents the beginning of French expansion in Asia. Our object is to become the indispensable furnishers, if not the possessors, of the meridional provinces of China. The French Government must not fear diplomatic complications. During the recent Chinese troubles, our colony was the safeguard of our interests in the extreme Orient. When the day of partition comes, France must not recede, but claim the important part to which she has a right, for we are destined to become a great Asiatic power as well as a great African power.

RAILWAY IN YUNNAN.

According to a recent edition of the *Revue du Commerce Extérieur*, the construction of the railway extension in Yunnan has been authorized. The line will run from Lao-Kay to Yunnan-Sen, about 291 miles. The railway from Haiphong to Lao-Kay—239 miles—has been delivered to the contractor by the governor. The whole line is conceded for a period of seventy-five years, to be worked at the expense of the contractor, with division of profits between him and Indo-China.

Speaking of this railway, the *Quinzaine Coloniale* says that it is destined to be the means of commercial conquest in Yunnan. Statistics of the transit trade of Tonkin show that Yunnan has a greater capacity for consumption than has been believed, and her agricultural products, as well as her immense mineral resources, will provide the elements of an important traffic.

MINERAL RESOURCES OF YUNNAN.

The following extracts are taken from the *Bulletin de Géographie Commerciale*, Paris, 1901:

It has been known for a long time that the Chinese Empire contained numerous deposits of coal, but only very recently has Yunnan been counted among the districts provided with coal resources. The district comprised approximately between the Red River of the south, the meridian of Haiphong on the east, and the Blue River is destined to become one of the most interesting mineral countries of the globe. It has an almost uniform geological conformation, and most of the beds have been worked by the Chinese. The chief mineral wealth besides coal consists of copper and tin. Extensive deposits of mercury have also been found. The mines of Hong-Hai contain coal beds of very remarkable thickness and regularity, and the product is relatively pure as far as ashes are concerned, but unfortunately this fuel is very brittle, "uninflammable," and crackles under fire. It gives an excessive proportion of fine coal which can only be changed into briquettes by mixing it with Japanese coal. However, it is estimated that a quantity of coal of a quality equivalent to that of Europe can be delivered at Haiphong at \$3.83 per ton, which, used with the "uninflammable" coal of the coast, would suffice for all the developments of even a metallurgic industry.

The copper mines of Yunnan have been worked for more than a thousand years. In the mining regions the forests have completely disappeared, wood charcoal being the only fuel employed for the needs of ancient metallurgy. The production in the twelfth century reached 6,000 tons of copper. The output is now limited to about 1,500 tons, on account of the scarcity of fuel. The ore from the accessible parts of the beds is exhausted by the Chinese miners. The deep veins remain and can only be worked by modern methods. These are so exceptional, on account of their extent and their analogy with the beds of America, that this country may become one of the most important centers of the manufacture of copper.

The tin mines of the region of Mong-tzé are actively worked by a mining population of about 30,000 people. These beds are of a peculiar character, with accumulations of red clay filled with grains of oxide of tin, which the Chinese, with their cheap manual labor, easily separate by washing. The tin manufactured by wood charcoal is much less pure than that of Malaysia. The total production is some 1,500 tons. About 1,000 tons are sent to Hongkong to be refined. All the beds have been known for a long time and remain legally at the disposition of the mining population. A new legal organization is necessary in order to render the mines of China accessible to modern industry without infringing on the rights of the people. The present management of the mines is based on the system of privileges and of monopoly, which is the foundation of all mandarin administration. It is easy to criticise it, but we must recognize that it is the only one compatible with the absolute insufficiency of means of communication. It will disappear naturally when the combined efforts of the Imperial Government and of European capitalists have transformed the surface of the Empire. Modern industrial enterprises, combined with mandarin despotism, would reduce the population to a species of slavery. It is the fear of this which is the chief origin of the hostility of the people to foreigners. No race possesses more than the Chinese an appreciation of commercial interests. China is not really hostile to modern discoveries; she only objects to the way in which they are presented.

JAPAN.

The imports of Japan in 1901 are officially stated as \$127,239,000 and the exports as \$125,371,500.

Consul-General Bellows, of Yokohama, submits the following figures of trade in 1900:

Country.	Imports from.	Exports to.
United States	\$31,255,075	\$26,178,064
Great Britain	35,675,888	5,608,972
China	14,320,448	15,872,044
Hongkong	5,808,607	19,510,872
Germany	14,541,448	1,770,685
British India	11,711,142	4,894,750
France	4,081,717	9,598,910
Korea	4,835,197	4,956,729
Russian Asia	2,846,919	1,765,832
Italy	224,152	8,550,306
Belgium	8,958,728	147,682
Austria	2,242,293	247,005
Australia	1,223,057	1,260,201
Dutch India	2,399,323	180,225
Philippines	1,187,578	696,045
Total	148,056,899	98,635,646

The following extracts are from a report by Mr. Bellows:

The year 1900 has been very unfavorable to the commercial and manufacturing interests of Japan, a variety of causes having combined to hinder the natural development of trade, and there have been many loud complaints of the dullness of the market and general stagnation. In spite of this, statistics show an increase in the total trade of the Empire over both 1898 and 1899 and only a small falling off in exports as compared with 1899, while there is a considerable increase as compared with 1898.

EXPORTS.

The exports of 1899 exceeded those of 1898 by more than \$24,000,000, an increase which it could hardly be expected would be maintained. The figures for 1900 show a decrease of less than \$6,000,000 from those of 1899, and the greater part of this is ascribed to the Presidential election in the United States, which caused a marked decrease in the American demand for raw silk, and to the Chinese war, which seriously affected the exports of cotton yarn, these being two of the commodities in which the decline is most noticeable.

The greater part of Japan's exports hitherto has consisted of raw materials, the largest item for each of the last three years having been raw silk, while the largest item of manufactured goods has been cotton yarn, which is shipped almost exclusively to China, a country noted, as Japan is, for cheap labor. The fact is significant as illustrating the inability of cheap labor to compete with machinery, and one of the most hopeful features of the situation in Japan is the recognition of this truth by her educated classes. Prominent lawyers, statesmen, and business men are beginning to agitate questions of policy with regard to labor, machinery, and foreign capital, and the agitation may be expected to bring about beneficial changes in the near future.

IMPORTS.

Cotton.—Japan imports considerable quantities of cotton prints, cotton satins, cotton velvets, gray, white, and twilled shirtings, and cotton flannels, the greater part of which she might easily manufacture for herself if the necessary machinery were introduced. Great Britain has the lion's share of this trade in cotton tissues in all lines except cotton flannels, in which Germany leads. America's share is very insignificant, and she is barely holding the proportion she has secured, but her exports of raw cotton hither in 1900 amounted to 74,189 tons, being nearly one-half the entire amount imported into Japan, and an increase of more than 35 per cent of the imports of this commodity from the United States in 1899.

Locomotives and other machinery.—America still holds her supremacy in Japanese imports of bicycles and tricycles, and leads in electric-light apparatus, mining machinery, paper-making machinery, watch cases, and watch movements, but is surpassed by Germany in clocks, weaving machinery, and sewing machines; by Great Britain in fire engines and pumps, tools, and implements of farmers and mechanics, photographic apparatus, locomotive engines, spinning machinery, steam boilers and engines, belting and hose for machinery, and turning lathes; by Belgium in telephones, and by Switzerland in watches. In all these, except spinning and weaving machinery and watches, the United States stands second, and a comparison of the figures for 1900 and those of the previous years shows a very creditable increase of her exports to this country.

In 1900, Japan paid \$365,558.47 for railway passenger and freight cars, more than three-fourths of which went to Great Britain, the United States, which ranked second, receiving only \$39,236.88.

Metals.—In iron—pig and ingot, plate and sheet, galvanized and corrugated—iron screws, wire and small rod iron, steel, other than mild steel, and tinned plate or sheet, England still holds the lead; but in pig and ingot iron Germany is gaining on her rival, less than half of the entire receipts of this commodity being credited to Great Britain, whereas in 1898 and 1899 she had nearly three-fourths. In the other iron products named, her proportion continues nearly the same as in former years; but in bar and rod iron, in which she rivaled Belgium in 1898, she has fallen far behind, having less than two-thirds as much as that country, which leads in this product and in iron pipes and tubes. The United States stands first in Japanese imports of rails, fittings of rails, iron nails, electric-light wire, telegraph wire, and materials of bridges and buildings, sending more of each of the first three than all other countries combined, and being far ahead in the last two, in which she held second place in 1899. In iron pipes and tubes, she advanced to second place in 1899, and still holds it with a largely increased proportion; but in the other iron products she is retrograding rather than advancing.

In exports of brass tubes to Japan, England still leads and the United States is second; but since 1898, Great Britain has lost fully one-fourth of her trade in these articles, while our country has more than quadrupled hers. The same statements may be made of copper tubes, except that England has lost a smaller proportion of her trade in this article.

Leather.—The imports of leather into Japan were greater by 60 per cent in 1900 than in 1899, and the United States still holds the lead in this commodity, with

British India a close second. It is owing to her heavy exports of sole leather that the United States leads in this article. She sends much less than India of other kinds. The average price of other than sole leather shipped here from the United States in 1900 was 69 cents per pound, being nearly three times as high as that from British India or Australia, but exceeded by that from Great Britain and Germany. Very few of the common people of Japan wear leather boots or shoes, but the police, soldiers, officials, and many of the merchants have adopted foreign footwear, and as the country contains little grazing land, the growing need of the people for this article must be supplied mainly from abroad. The import of hides, which come principally from Korea, now equals the total importation of sole and other leather.

Provisions.—In 1900, Japan imported over 3,600,000 cans of condensed milk, more than half of which came from Great Britain, while the United States furnished a little less than half as much as that country, but received therefor more than two-thirds as much as Great Britain received. The demand for this article is increasing, the importation for 1900 being two-thirds greater than for any previous year.

The imports of flour are also increasing rapidly, those of last year being more than double the amounts for previous years, and the United States is still far in the lead in this article, although Australia's quota was ten times that of any previous year. Here again, the price of the United States product is higher than that of her competitors.

WORKING OF THE NEW TREATIES.

The new treaties have now been in force for nearly two years, and foreigners have suffered few of the inconveniences which they feared would follow this order. The most frequent complaint has been regarding customs regulations, and a recent inquiry by the Jiji Shimpō, a native newspaper, shows that there have been 76 appeals from decisions of customs officials, of which 24 have been decided in favor of foreigners and 52 in favor of officials. This indicates a disposition on the part of the Government to be fair, and the friction has probably resulted from inexperience and not from a desire to injure or annoy the foreign importer.

KOREA.

The imports in 1900, says Minister Allen, of Seoul, were \$6,650,900, and the exports \$4,701,000. The imports from the United States (apart from kerosene) are given as follows:

Description.	Value.
Provisions (estimate)	\$32,868
Railway plant (estimate)	49,800
Timber (estimate)	19,920
Flour (estimate)	4,960
Machinery (estimate)	23,880
Mining supplies (estimate)	149,400
Total	1,182,088

Mr. Allen says:

American imports into Korea have more than doubled in the past year, and the trade is growing. Although the total commerce of Korea seems small when compared with the traffic of one American port, there are possibilities of development. Kerosene has only made a start, and its use is bound to increase rapidly, while the American product has obtained such a firm foothold because of its excellence and the wisdom of those who handle it, that it will suffer little from competitors.

GOLD MINES.

Korea seems likely to become an important field for gold mining. The American mines at Wonsan are working successfully. They now run a 40-stamp mill and two mills of 20 stamps each, while other large plants are contemplated. The

district, some 20 by 30 miles in extent, has hardly been prospected as yet, though the company employs nearly 70 foreigners and about 3,000 natives. The managers have not begun operations on their valuable placer properties.

The English mines at Kunsan are said to be in a prosperous condition prospectively, though the work of development is only well begun.

The German mines at Kimsung are still in the period of exploitation. It is understood that up to the present, the actual results have not been as good as were expected, but that may be due to a lack of development work.

During the year 1900, concessions were granted to the Japanese for the Chichsan mines, and to the French for mines yet to be located. No work has yet been done in connection with mines covered by a concession granted to a Russian subject.

RAILWAYS.

The Seoul-Chemulpo Railway, built by an American for the American concessionaire and sold to a Japanese syndicate, is now in full operation, connecting Seoul with its port by a line 26 miles in length. The Japanese are meeting with good success in selling the shares of the Seoul-Fusan Railway. Work is to be begun on this project this spring.

The Korean Government has made a contract with a French company to build a railroad to connect Seoul with Weiju, the northwest border town, a distance of about 500 miles. This will be very difficult to build, as the country is mountainous and many rivers and wide areas of quicksand must be crossed. It is understood that the Korean Government will furnish 100,000 yen (\$50,000) per annum to build this road, the materials for which, as well as the engineers, must come from France.

Americans have built, and are now successfully operating, an electric railway in and about Seoul.

PERSIA.

Commerce in Persia, says Vice-Consul-General Tyler, of Teheran, is in a quiescent condition. There has been little change in the last twenty years in the classes of merchandise imported. There has been a deterioration of late in the qualities of imports, however, which has occasioned dissatisfaction. Leather has become an article of import of considerable importance, and shoes have a good market. Paints and varnish are in demand. Mr. Tyler notes that the legation received, some months ago, a catalogue of goods in this line from the United States which, being shown to merchants, caused the latter to write for samples. These were not furnished, however, and Mr. Tyler thinks that if United States exporters could find means to comply with requests of this nature, it would greatly facilitate trade relations. Canned goods, he continues, find a good market; clocks, cutlery, photographs, and electric fans are always salable. American padlocks are often asked for. The Government has established an agricultural college, which may lead to the introduction of modern farming implements.

According to Informations et Renseignements de l'Office National, the total commerce of Persia for the last fiscal year, ended March 21, 1901, was valued at \$38,932,000. This does not include the trade with Beloochistan, Koordistan, and Mohammerah, which is valued at some \$2,919,900. Russia has 56 per cent of the trade; Great Britain, 24 per cent; Turkey, 6 per cent; France, 5½ per cent; China and Japan, 4 per cent; Austria, 2½ per cent; Germany, ½ per cent, and other countries, 1½ per cent.

PHILIPPINE ISLANDS.*

Trade in 1899 and 1900.

Groups.	1899.		1900.	
		Per cent.		Per cent.
IMPORTS.				
Free of duty:				
Articles of food and animals.....			\$1,085	2
Manufactured articles.....			9,459	10
Articles in a crude condition or partly so.....	\$2,768	4	47,198	50
Articles of voluntary use, luxuries, etc.....	28,680	8	15,825	15
Miscellaneous.....	251,173	88	22,085	23
Total free of duty.....	284,586	100	94,264	100
Dutiable:				
Articles of food and animals.....	5,067,136	30	6,759,820	27
Manufactured articles.....	9,244,648	48	14,685,793	60
Articles in a crude condition or partly so.....	701,059	4	504,234	2
Articles of voluntary use, luxuries, etc.....	1,875,059	8	2,477,859	10
Miscellaneous.....	1,910,249	10	351,809	1
Total dutiable.....	18,904,151	100	24,769,515	100
Free and dutiable:				
Articles of food and animals.....	5,067,136	29	6,761,515	27
Manufactured articles.....	9,244,648	48	14,705,252	59
Articles in a crude condition or partly so.....	710,822	4	551,422	2
Articles of voluntary use, luxuries, etc.....	1,898,889	7	2,491,685	10
Miscellaneous.....	2,167,422	12	353,895	2
Total free and dutiable.....	19,188,717	100	24,863,779	100
Per cent of free.....		1		
Total import duty collected.....	8,899,078		7,008,485	
EXPORTS.				
Products of—				
Agriculture.....	13,066,682	88	20,287,268	87
Manufactures.....	1,822,590	9	1,875,740	7
Forest.....	1,183		79,061	
Mining.....	480		100	
Miscellaneous.....	865,697	3	1,248,204	6
Total exports.....	14,846,582	100	22,990,373	100
Total export duty collected.....	542,602		691,194	
Gold and silver.				
		1899.	1900.	
Gold:				
Imports.....		\$108,985	\$71,058	
Exports.....		8,487,050	593,143	
Silver:				
Imports.....		1,141,832	2,890,293	
Exports.....		999,756	3,147,946	

Commenting upon these returns, Colonel Edwards, chief of the Division of Insular Affairs, says:

The figures as to the imports exceed those of any single year in the history of the archipelago.

According to an estimate based upon data collated by the British consul at Manila, the approximate value of imports into the Philippines for 1895 is stated at \$7,915,600, for 1896 at \$9,292,500, and for 1897 at \$9,120,000.

During the five years, 1887-1891, the average annual value of imports from the United States amounted to \$180,662; during the five years, 1892-1896, the average annual imports amounted to \$185,228; in 1899, the imports were \$1,851,854, and in 1900, \$2,153,198. The increase in favor of 1900 over 1899 was 59.2 per cent.

The total imports from China and Hongkong for 1900 amounted to \$9,536,443. The imports during 1899 amounted to \$9,081,686, showing but a slight increase in favor of 1900.

* Figures from the Division of Insular Affairs, War Department.

It has been shown, as regards the statistics of imports into the islands from the United States, that they do not include a large amount of merchandise that is imported indirectly, and this is notably true of some of the principal commodities imported from the United States, including wheat flour, meat products, cotton manufactures, and many other articles. A large proportion of this trade is recorded as imports from Hongkong, which are undoubtedly reexported from that port to the islands; consequently, the United States import trade is much larger than the direct shipments stated in the official returns.

The imports from the United States direct for 1900 show an increase of \$801,344 over those of 1899, while the imports from Hongkong in 1900 show a material decrease from the estimated figures of 1899.*

This would indicate that as the shipping facilities in Manila Harbor are being improved, direct shipments to Manila are increasing, and that there is a corresponding decrease in the reexportation of merchandise from Hongkong to the Philippines.

Heretofore, many importers have been obliged to order their goods sent by way of Hongkong, for the reason that the long delays at Manila in unloading made shipowners unwilling to send their vessels there, or compelled them to charge very high freight rates in order to compensate themselves for the time lost in port. These conditions gradually changing for the better, naturally favor reduction in freight rates and a consequent lowering of the prices at which American goods can be placed on the Philippine markets, thus tending to greatly increase their use among the common people.

The following table will show the percentage of increase or decrease in value of imports into the Philippines from certain countries during the calendar year 1900, as compared with the annual average value of imports for the years 1892-1896, and a comparison between the calendar years 1899 and 1900:

Country.	Annual average, 1892-1896.	Calendar year 1899.			Calendar year 1900.		
		Total value of imports.	Increase (+) or decrease (-).		Total value of imports.	Increase (+) or decrease (-).	
			Amount.	Per cent.		Amount.	Per cent.
United States.....	\$186,238	\$1,351,854	+\$1,216,626	+900	\$2,153,196	+ \$801,344	+ 59
United Kingdom.....	3,105,976	3,239,086	+ 133,090	+ 4	5,576,981	+2,337,895	+ 72
Germany.....	743,177	822,875	+ 77,698	+ 23	1,631,816	+ 708,941	+ 77
France.....	206,654	232,038	+ 25,384	+ 41	1,978,095	+ 636,057	+ 235
Spain.....	5,174,002	2,708,836	- 2,470,636	- 48	1,969,235	- 714,101	- 26

GERMAN VIEW OF AMERICAN ADMINISTRATION IN THE PHILIPPINES.

Deputy Consul-General Hanauer reports from Frankfort, October 26, 1901:

The German press has watched our movements in our new possessions with an eye inclined to be critical; but now a voice has been raised as to the beneficial change effected in the condition of the Philippines by American rule. The central bureau for the preparation of German commercial treaties has just issued and distributed a bulletin to the German press and business circles, reading thus:

"Although the pacification of the Philippine Archipelago has not as yet been fully established, the accounts of its economic development are so favorable that it can not be too strongly urged upon German exporters to give particular attention to this group of islands. From July, 1900, to March, 1901, the exports have increased by 34 per cent and the imports by 52 per cent, as compared with those of the same period of the preceding year. The testimony can not be withheld that the American administration of the affairs of the Philippines has, as far as the economical betterment of the country is concerned, already achieved extraordinary success.

"In 1894, which was the last year of peaceful condition while under Spanish rule, the Philippine imports reached \$28,500,000 and the exports \$33,100,000 Mexican in value.

*The imports from Hongkong in 1899 were included and published with those of China, and estimated at 80 per cent of the combined total.

"Under American rule, in spite of the continued insurrection of the natives, the imports increased in 1899 to \$40,900,000 and in 1900 to \$55,500,000 Mexican, and the exports to \$38,500,000 and \$53,400,000, respectively. Military supplies are not included in these figures.

"The detailed statistics show that Spanish trade with these islands is rapidly diminishing, while commercial relations with the United States are gaining.

"For German interests, it is essential to know whether imports from the United States will receive preferential treatment. Spain gave her products on importation into her colonies preferential rates. The United States hitherto has abstained from following this precedent. It is noteworthy that the tariff schedule proposed by the United States Commission in Manila, retains the present feature of equal rates on all importations, whether from the United States or other countries."

TRADE IN MANILA.

The following is summarized from the *Revue du Commerce Extérieur*, Paris:

The markets of Manila now present a more animated appearance, and English houses show the greatest activity in reestablishing the course of business. Japan and China have always been largely represented in the commerce of this colony. Japan has its own line of steamers—the Nippon Yusen Kaisha—connecting it with the Philippines, from which it receives large quantities of sugar, abaca, and other products and supplies in return the numerous Japanese articles which ornament the houses of Manila and even of the provinces. One important change in the trade of Manila is the high price of all foreign goods and another is the decision taken by all the merchants of Manila to provide themselves directly from the United States with all the articles of importation manufactured in that country which have a chance of being sold in the Philippines. For the present, the chief articles of American importation are food products, paper, office furniture, jewelry, clocks, watches, hardware, etc. Common soap is an article of trade for which there must be considerable demand. The khaki uniforms need energetic washing, and the products used by the Chinese laundries are poor and injurious, but cheap. The importation of men's hats, both of straw and felt, continues, and the sale of boots and shoes is as lively as ever.

There is no demand for wall paper. The insides of houses are either stained or painted. Stationery supplies do not always show a good assortment, but now American manufacturers are being represented in the market. The daily press of Manila, composed of American, English, Spanish, and Indian newspapers, consume an amount of paper largely in excess of that of former years. A year ago, four French houses, one Swiss, and one Italian held the trade in jewelry and silversmith goods. A new firm has just been added, but the demand is for articles of moderate price. As to toys, some years ago seven out of ten articles were French and the remainder German; now, the proportion is reversed. Furniture sales are confined mostly to beds, tables, and chairs from China and Japan. Porcelain, china, and glassware find ready sale on account of the establishment of numerous hotels and restaurants, and later on the refurnishing of houses will increase the demand for these articles. Articles for electric lighting have not had the sale that the importers hoped, since the one electric company of Manila can not extend this means of illumination to private houses. Most of these articles come from Germany, Austria, and the United States. Owners of houses are obliged, by order of the military administration, to put in order all real estate left without repairs for the last two or three years. Purchases of cement, tiles, bricks, plaster, lime, etc., have greatly increased since this order.

STEAMSHIP LINE FROM HAMBURG TO THE PHILIPPINES.

Vice-Consul-General Murphy, of Frankfort, transmits to the Department, November 5, 1901, a clipping from the *Frankfurter Nachrichten*, of even date, of which the following is a translation:

The East Asiatic Freight Steamship Line, which is under the joint control of the North German Lloyd and the Hamburg-America companies, now furnishes direct communication between Hamburg and Manila. The freight steamer *Strassburg* has been sent via Bremen, Rotterdam, and Singapore directly to Manila, and will thence proceed to Japan. Formerly, it was necessary to unload and reload cargo for Manila at Singapore.

PORTUGUESE INDIA.

According to British foreign office reports (No. 2604) the total value of imports into Goa dealt with by the Mormugão custom-house for the year 1900 was \$259,175; of exports, \$125,210. These figures do not include goods in transit, which were estimated at \$2,057,486 for the total trade by sea and by rail.

RUSSIA IN ASIA.

Imports in 1898 are estimated by the Statesman's Year Book, 1901, as about \$14,500,000 and exports as \$31,100,000. United States trade with Asiatic Russia in 1900 was: Imports from Russia, \$1,106; exports to Russia, \$2,786,600. The following descriptive matter is taken from reports of Commercial Agent Greener, of Vladivostock:

Vladivostock is destined to be the great commercial port of all eastern Siberia, the outlet of the whole region comprising the trans-Baikal, the Amur, and the littoral provinces. Eventually, the seat of government will probably be removed from Habarofak to this port. Then will come not only additional manufactories, but also shipbuilding works, iron foundries, etc., together with an increased demand for labor, material, fuel, and supplies of every kind.

COAL.

On the property belonging to the Ussurian Mining Company, situated about 20 miles from this city, at a depth of 75 feet, has been found a layer of gray coal from 8 to 10 feet in thickness, of an excellent quality. The supply is estimated at from 80,000,000 to 40,000,000 tons. It is said to be remarkably clean; it does not contain any foreign substances, burns with great heat, and the waste is only from 3½ to 4 per cent. The nearness of this coal bed to the railway line is an important item. Coal of a similar character has been discovered at the mines at Amtambire and on the Manghoogay.

The lack of cheap fuel has been one of the great drawbacks to the development of this region, the wholesale destruction of timber for railway uses having raised the price of wood. Siberians hope that these newly discovered mines will yield sufficient to drive out the dear Japanese coal. It is said facetiously that every mercantile firm of good standing in Vladivostock must own a gold or a coal mine. The difficulty is not in prospecting, or purchasing mines; it lies rather in the methods of working them. Foreign capital has been invited to develop mines of all kinds, but there are too many impediments and restrictions, and a vague fear seems to prevail that in some mysterious manner the fields may be spirited away and lost to the original owners. Meanwhile, coal, iron, copper, and gold in abundance await enterprise and capital.

The supply of coal for eastern Siberia comes chiefly from the island of Sakhalin, where the mines are worked by convict labor; also from Japan and from the mines in the vicinity of Vladivostock. The mines of Sakhalin are not very extensive, and the coal is mostly bituminous. It is, however, an excellent coal for steamers. There are abundant indications of lignite coal all over Siberia, as well as in Manchuria.

There has been a gradual revolution going on in heating methods since the installation of American steam heaters in the Russian-Chinese Bank. Owners of other buildings are seeing the economy of this system and are changing their plants. Many of the old cylinder stoves are being altered to use coal instead of wood, coal at 10 rubles per ton being more economical than wood at from 7 to 10 rubles (\$3.60 to \$5.15) per sagan (7 feet).

CATTLE.

There is a great demand for horned cattle in this country. They are needed for beef, milk, and work. For the last, however, they are required only by immigrants from the Little Russian provinces and by Koreans. The former use Manchurian cattle, the latter their own breed from Korea. These are the breeds

slaughtered by Russians for beef; but cows for dairy purposes are continually coming from the Transbaikal Province or from European Russia on steamers of the volunteer fleet. The red, the piebald red, and the piebald black cattle come from the southern districts of the provinces of Kherson and Ekaterinoslav. The Manchurian and Korean cattle are small—considerably smaller than the Russian. The weight of a Korean cow averages 8 poods (289 pounds) and that of a bull 10 poods (361 pounds). In Manchuria, the cattle are raised under more severe conditions than in Korea, and they can consequently withstand inclement weather much better than the Korean cattle and would suit for work very well but for their wildness. The beef, however, is not palatable. The number of cattle in the Amur and Manchurian provinces is 100,408.

FORESTRY.

Among the natural riches of the Amur country, forests are considered the most important, for they cover nearly three-quarters of the whole area. There are a great variety of trees, and among the most important may be mentioned the following species:

The larch tree, the fir (two species), the cedar, the oak tree, the maple tree, the lime tree, the ash tree, the elm tree, the black alder tree, the black birch, the poplar, the cork tree, the walnut, and the acacia. Besides the above, here grows the yew tree, that is not to be found anywhere else in Siberia or European Russia.

COMMERCIAL CUSTOMS IN SIBERIA.

The *Revue du Commerce Extérieur*, January 11, 1902, gives the following extracts from *La Sibirie Économique*, relating to commercial customs and openings for trade in Siberia:

The Siberian merchant follows about the same methods as his Russian brother, whom he resembles in a great degree. At the same time his origin, his manner of life, his independence, and the difficulties to overcome in the way of communication have made him, perhaps, more intelligent, more energetic, and often even more enterprising.

Payments are usually made on long terms—three, six, nine, and twelve months. The proportion of unpaid bills of the Siberian banks is not, however, greater than in Russia. In fact, on account of the difficulties of trade the average capital of the Siberian merchant is perhaps greater.

The region about Lake Baikal has always been closely dependent on the capital; for its superfluous raw materials—grain, butter, and furs—have crossed the Russian frontiers in search of European markets, the supplies which it has needed have come almost exclusively from Russia. The creation of the Trans-Siberian Railway has in a measure modified this condition of things. Siberia still remains the vassal of the capital, but, thanks to the railway, which increases her wealth, she is enabled to consume more, while there is an increasing demand for foreign goods. There is, then, an opening in Siberia for many kinds of goods already imported into Russia. This market, as regards articles of luxury, will be necessarily restricted for many years in a country with an agricultural and half-nomadic population. Even the towns, which contain scarcely one-eighth of the population, are unimportant, and their inhabitants, except perhaps a few high officials and some rich merchants, are not tempted to buy articles which arrive burdened with the cost of transportation, customs duties, and other charges, often doubling or trebling the original price. Tomsk and Irkutsk are about the only towns where small quantities of wines and liquors, preserved fish, fruits, and vegetables, olive oil, toilet articles, perfumery, glass, porcelain, and faience, woolen and silk textiles, arms, furniture, books, musical instruments, philosophical apparatus, watches, clocks, fine stationery, metal goods, rubber, rosin, dressed skins, paints, dyestuffs, seeds, coffee, spices, etc., may be profitably imported.

In consideration of the present economic transformation of this country, a more important market could be created for agricultural implements and tools, the machinery and materials for flour mills, sawmills, gold, iron, and coal mines, distilleries, tanneries, brickyards, manufactories of oil and butter, salt works, rope factories, canning factories, etc. Eastern Siberia, and especially the basin of the Amur—the Lena basin depends exclusively upon Irkutsk—formerly offered an active field for foreign goods. Being accessible by way of the Pacific, it offered, besides, the advantage of free entry to the majority of imported goods. It was, economically speaking, an independent territory, open to foreigners as

well as to Russians, and carried on trade relations with China, Japan, the United States, and Germany. The greater part of this international trade was divided between two houses, a German and an American. The German firm has now in eastern Siberia 18 branches, all carrying on a profitable business with goods varying from agricultural implements to toilet articles. The American house, established in 1870, carries on a similar trade. The central office is at Moscow, with branch agencies at Vladivostock, Nikolaievsk, Khabarovsk, Blagovetchensk, etc., and a purchasing house at Hamburg.

The suppression of free entry places this country in the same position as regards trade as Russia and the Baikal district, except that, being less populated and less productive, it offers a still more limited market for foreign goods. Imports will now come by railway, or, if by water, via St. Petersburg or Odessa.

The remoteness of Siberia and the slowness of transportation are obstacles in the way of trade, and merchants and manufacturers not having depots of goods in Russia must content themselves with sending agents to their Siberian clients.

The sparseness of the population is another drawback to special branches of trade. The only efficacious and economical way would seem to be for merchants or manufacturers to combine and establish agents at Tomsk and Irkutsk, sharing the expenses. These representatives must know the Russian language. Sales should be made in the Russian money, weights, and measures; payments and settlements of all kinds should be made through these confidential agents, to whom the power of initiative must be granted. Siberians have remained wholly outside of European influence, and they are far more ignorant of European methods than their Russian confrères. A warehouse of goods sufficiently large to meet the demands of buyers is absolutely essential, and to try to do without it for most descriptions of merchandise would mean certain loss. Most customers will prefer to pay more for goods on the spot than to wait three to six months for articles delivered at a cheaper price. The establishment of large store warehouses where goods could be sold both at wholesale and retail can not be too earnestly recommended to merchants desirous of obtaining this trade. The Siberian trader is accustomed to receive heavy commissions on the goods which he sells, and by dispensing with the intermediate agent he obtains larger profits.

COLONIZATION OF SIBERIA.

The following is taken from *La Gazette Coloniale*, of Brussels:

The rapid progress of colonization in Siberia is due solely to the construction of the Trans-Siberian Railway. A commission was appointed by the Russian Government in 1898 to establish a plan of colonization in Siberia. The sum of 10,615,000 rubles (\$3,194,780) was placed at their disposal to induce the Russian peasants to establish themselves in the newly opened regions. The following are the figures of this emigration:

1896	203,000
1897	87,000
1898	206,000
1899	225,000

About half of these emigrants established themselves in the province of Tomsk, the rest in the provinces of Tobolsk, Yenisseisk, and Ukhonilsk. A hospital car is attached to the emigrant train, reducing the mortality very considerably. The Russian Government grants subsidies to the farmers and to those devoting themselves to fruit cultivation. These grants are given during the first six years, after which they are returned by annual payments during a period of ten years. Important tin mines have been discovered in the province of the Transbaikal (eastern Siberia), near the River Onon and its tributaries. Deposits of ore exist along the banks in the valley of Malaja Kulinda, and in the villages of Nishung Seharanai, and Sawitinski. The conditions for working these mines are most favorable, on account of the inexhaustible supply of water from the Onon and the abundance of fuel which the neighboring forests will furnish.

SIBERIAN RAILWAY.

Consul-General Holloway, of St. Petersburg, in a report dated November 16, 1901, says:

The Russians are congratulating themselves, as well as the traveling public and commercial world, on the completion of the Chinese Eastern Railway through

Manchuria, the extension of the Trans-Siberian Railway, which furnishes direct connection between St. Petersburg and Port Arthur. It is expected that the trip will be made in less than twenty-eight days in the near future.

It is now just ten years since the first tie was laid on the Trans-Siberian Railway, which has been built from start to finish by Russian engineers and workmen, laboring under great difficulties and adverse climatic conditions, at a cost of 335,000,000 rubles (\$172,525,000).

The distance from St. Petersburg to Vladivostock is 6,877 miles, and the fare is as follows:

	Rubles.
First-class	250 = \$128.75
Second-class	170 = 87.55
Third-class	90 = 46.35

Details of distance and cost.

Route.	Distance.		Time in transit.	Rate.	
	Versts.	Miles.		Rubles.	
From Moscow to Irkutsk:					
First-class—					
By express train			9 days	110.00	\$56.65
By ordinary train			11 days	71.00	38.56
Second-class—					
By express train			9 days	69.00	35.53
By ordinary train			11 days	43.00	22.14
From Irkutsk to station Barantchiki (by rail)	92	60.9	6 hours		
From Barantchiki to Massovaya, across Baikal (by steamboat or sledges)	62	41.1	4½ hours	* 18.37	9.46
From Massovaya to Stretienak (by rail)	1,084	685.5	4 days		
From Stretienak to Blagoviestchenak (by steamboat)	1,137	753.8	8-12 days	11.37	5.85
From Blagoviestchenak to Khabarovsk (by steamboat)	911	603.9	6-9 days	9.11	4.69
From Khabarovsk to Vladivostock (by rail)	716	474.7	1 day	10.20	5.25
From Vladivostock to Port Arthur (by rail)			4 days	55.00	28.32
From Khabarovsk to Port Arthur, via Nikolakoye			6 days		

* Second-class.

† First-class, with board.

The Manchurian road consists of two branches: The principal, from the station Manchuria to Sungari, 876 versts (580.7 miles) long; and the south line, from Sungari to Port Arthur, 924 versts (612.6 miles). The Ussurijsk line to Vladivostock is 208 versts (137.9 miles) in length.

The Trans-Siberian road was built with light rails, some of which only weighed 12 pounds to the foot, wooden bridges, light equipment, cars without trucks, and in many cases the track was laid on marshy soil. As a consequence, it has been impossible to make time or take care of the business offered. These defects, however, are being remedied as rapidly as the means can be provided to meet the expenses, which in some sections will amount to 50 per cent of the original cost.

The conductors, porters, and trainmen are all Russians and do not understand English, but occasionally one is found who speaks a little German or French.

The route is through a country resembling Kansas and Nebraska, and is quite as hot and dusty during the summer months.

It requires eight days to make the journey over the first part of this road, which ends at Irkutsk, where all passengers change cars. Trains leave Moscow for Irkutsk twice a week—Wednesdays and Saturdays, at 8 o'clock p. m.—and leave Irkutsk for Moscow Mondays and Fridays, at midnight. Each train consists of nine cars, and they carry second-class carriages as well as first, and are very comfortable. The passengers all eat in the same restaurant cars, and excellent buffets are to be found at the various stations on the route.

The train de luxe, consisting of vestibuled cars, leaves Moscow every ten days. The cars are high and roomy and are lighted by electricity. Each has four compartments, exclusive of the general parlor, which is in the center, and is provided with a table lounging chair, maps, mirrors, etc. Three of these compartments are for four persons and one is for two. The berths run crosswise, are unusually high, and are luxuriously furnished. The wood is of a dark red color, ceilings white, and the walls are overlaid with gray stamped leather. The divans are covered with dark red leather, and are converted into beds at night. There are plenty of racks for baggage and hooks for clothing. The floor is covered with

linoleum in the summer and heavy carpet during the winter. In the aisle along the side into which the rooms open, there are collapsable seats, which will answer for a short time while looking at the scenery. There are call bells for the porter and waiter in the restaurant car. The toilet rooms on this train are tiled, and the upper part is of light wood, but both sexes use the same room, and travelers are advised to carry their own toilet articles. There is plenty of cold water, which is a luxury on a European railway train. Little or nothing is seen of the porter after he makes up the beds in the morning, and the presumption is he sleeps all day. At the rear of the last car is an observation parlor, from which a fine view of the country can be had.

It is a three-hour ride from Irkutsk to Lake Baikal, which is crossed by steamer during the summer and by sledges (in seven hours) during the winter. The railroad is being built on the south bank of the lake, but will not be completed before 1903.

The trans-Siberian train leaves the east bank of the lake on the arrival of the boat and proceeds to Stretiensk, on the Chilka River, the actual terminus of the line, a sixty-four-hour run. Steamers with indifferent accommodations and food run regularly from Stretiensk to Khabarovsk, on the Amur River, which occupies fifteen days, more or less, according to the depth of the water and length of stoppages.

The railway is completed from Khabarovsk to Vladivostock, a distance of 400 miles, requiring twenty hours for transit.

From Vladivostock, there are steamers with connections for Japan, Korea, and Shanghai, any of which can be reached in six days, while San Francisco can be reached in fifteen days.

SIAM.

Consul-General King, of Bangkok, writes:

The total value of Siam's trade with foreign countries during the year 1900 was \$57,229,843 Mexican, or \$28,619,922 gold, reckoning the Mexican dollar at 50 cents gold, around which point exchange hovered during the last six months of that year.

The total value of the foreign trade during the year 1899 was \$58,071,879 Mexican, or \$29,035,699 gold, at the same rate of exchange.

This statement on the face of it shows a falling off of some \$415,777 gold in the total foreign trade of the country in 1900 as compared with that of 1899.

The treasure imported and exported during 1899 exceeded that of 1900 by \$2,198,502 Mexican (\$1,099,251 gold); however, excluding this item, the foreign trade in articles of general use and consumption in the year 1900 exceeded that of the preceding year by \$678,448 gold. This shows a very healthy growth in the traffic of the country, when it is considered that the crop of rice, which cereal furnishes by far the chief export, was decidedly short for that year, and that the output of teak timber, which stands next in importance on the list of exports, fell far below the normal amount on account of slack water in the streams.

Notwithstanding these evidences of a bad year, the exports of the country (exclusive of treasure) exceeded the imports by \$2,063,307 gold.

Exclusive of treasure, the imports of the country from foreign markets, in 1900, amounted to \$23,655,165 Mexican, or \$11,827,593 gold, and it is in this item that the outside world is especially interested.

This trade, with the shipments of treasure, altogether amounting to \$26,036,615 Mexican, or \$13,018,307 gold, furnishes interesting data when considered in the light of its distribution among the different markets of the world. And as the treasure imports are credited almost entirely to the Orient, the comparison of the imports from occidental nations in the following list has to do only with the trade in articles of use and consumption.

England, which stands first upon the list of European countries, has fallen off in imports into Siam a trifle more than 1 per cent during the year, if the trade with the mother country alone is considered. If, however, the trade with the two great ports of Singapore (nearly \$10,000,000 Mexican, or \$5,000,000 gold) and Hongkong (nearly \$7,000,000 Mexican, or \$3,500,000 gold) be added, the loss is a trifle more; but eliminating from this the item of treasure, the loss stands materially the same—1 per cent—for the year. It must at all times be borne in mind that the imports from Singapore and Hongkong are by no means confined to British trade, as will be shown later; but if the imports from India (about \$1,000,000 Mexican,

or \$500,000 gold), which are nearly all British, are added, the loss holds, for English trade, about the same as first stated.

Germany, which stands second in the list, has increased her trade 30 per cent. This includes \$289,704 Mexican (\$144,852 gold) in copper coins.

Switzerland, the third in the list, has fallen off 18 per cent.

France has lost about 4½ per cent. If, however, to this trade are added the imports from Saigon (\$779,548 Mexican, or \$389,774 gold), which are entirely French, we find that the French imports into Siam during the twelve months under review have increased over 12½ per cent.

Russia, fifth in the list, has increased her trade 35 per cent.

Denmark, the sixth, has increased hers 22 per cent; and Italy, Holland, and Belgium have lost.

Austria has a small trade, but it has materially increased during the year.

The United States shows an increase of more than 72 per cent. Yet, although this trade has advanced at more than double the rate of that of any of our great competitors, the volume of our trade with Siam, as compared with the English and German, is not satisfactory; for, while England's figures are \$2,770,555 Mexican, or \$1,385,277 gold (plus the whole of India's \$1,000,000 Mexican, or \$500,000 gold, and a good part of Hongkong and Singapore's \$17,000,000 Mexican, or \$8,500,000 gold, which are jointly credited to Great Britain); and while Germany's figures are \$1,434,066 Mexican, or \$717,033 gold (plus some that comes through Hongkong and Singapore), those of America are but \$328,623 Mexican (\$164,311 gold). The figures representing our trade fall far below the facts, however, as in the vast volume of commerce credited to Hongkong and Singapore, American imports enter to no inconsiderable degree. All the flour consumed by the 11,000,000 people in Siam is produced in America, and yet it is quite safe to say that during the year 1900, there was not one sack of flour credited to the American market. Information secured by correspondence with the several ports of the Far East, together with corroborative evidence here, warrants the statement that in three lines of American goods alone, there has been imported from these two distributing points more than the entire value credited to the United States in the customs reports of the year.

All things considered, it is well within the truth to say that the volume of American trade with Siam is more nearly represented by \$1,000,000 Mexican (\$500,000) than by the figures—\$328,623 Mexican (\$164,311)—published in the reports of 1900. This would place America, gaining at the rate of 72 per cent, on an equal footing with France—\$988,925 Mexican (\$494,462)—which is gaining at the rate of 12½ per cent. Germany has \$1,434,066 (\$717,033), and is gaining at the rate of 30 per cent; and the British, although losing at a slight rate, after every deduction has been made that can be made, are still in control of more of the imports of Siam than all of their competitors put together—anywhere from \$10,000,000 to \$16,000,000 (\$5,000,000 to \$8,000,000) out of the total of \$24,000,000 (\$12,000,000). One feels warranted in leaving this large margin between figures, in view of the impossibility of analyzing the volume of trade from Singapore and Hongkong, in which must be reckoned not only the elements that have been mentioned, but much of the vast trade from China, the not inconsiderable traffic of Japan, Australia, the Philippines, and the Dutch provinces, and of all of the States of Europe not previously considered.

STRAITS SETTLEMENTS.

Consul-General Williams, of Singapore, gives the total imports in 1900 as \$152,878,300 and the exports as \$129,993,900. Singapore has 77 per cent of the colony's trade. Exclusive of silver, the imports amounted to about \$138,000,000 and exports to \$121,000,000. The total imports from the United States were valued at \$838,700 and the exports as \$10,805,900. Imports from the United States showed an increase of about 30 per cent over those for 1899; exports to our country, on the other hand, fell off some 10 per cent. Coal imports figure in the returns from the United States for the first time, and, combined with advances in the value of lard, oils, and metals, account for the gain.

A later report from Consul-General Williams shows a marked

increase in trade for the third quarter of 1901, compared with the corresponding quarter of 1900, as the following table shows:

	1900.	1901.	Increase.
Imports	\$38,980,519	\$39,749,808	Per cent. 7.6
Exports	82,965,465	84,784,917	5.7
Total	69,915,984	74,534,225	6.6

Assuming the same increases for the entire calendar year 1901, the aggregate of trade would be \$298,136,905, an increase of \$15,264,705 over the figures for 1900.

TURKEY IN ASIA.

Consul Ravndal, of Beirut, gives the imports from the United States in the fiscal year 1900-1901 as \$102,023, against \$84,600 in the previous year. Up to the last two or three years, he says, sewing machines were the only item of importance in American exports to Syria. Now, our agricultural implements, beer, canned provisions, leather, pumps, phonographs, rubber shoes, wire nails, and wind-mills have gained a pretty firm foothold, and promising shipments are being made of coal, cotton fabrics, flour, furniture, iron and steel, lamps, paints, paper, shoes, watches, etc. American mechanics' tools and hardware may be said to have passed the experimental stage, and the trade is fairly well established.

Consular Agent Meshaka, of Damascus, says that the total exports last year amounted to \$2,500,000, of which \$165,500 went to the United States. The value of imports was about \$3,500,000, and of this the United States furnished only a small proportion, consisting of sewing machines, watches, lamps, beer, cultivators, windmills, and wire nails.

Consular Agent Schumacher, of Haifa, says that of a total of \$740,200 in imports, the United States sent only \$2,421. This represented mainly agricultural implements and tools. The exports amounted to \$1,505,068, and consisted chiefly of wheat, barley, and sesame. Olive oil and soap go to New York, also needlework and cotton lace.

Consul Lane, of Smyrna, notes that while the percentage of increase in imports during the fiscal year ended June 30, 1901, was 26 per cent, the imports from the United States gained 33 per cent. The imports from our country were valued at \$492,950 and the exports thereto at \$2,197,943. Cotton goods, nails, agricultural implements, clocks, etc., constitute the chief items of our trade. American pumps enjoy an excellent sale and our bicycles are frequently seen on the streets. Our timepieces, also, are well received.

Consul Norton, of Harput, says:

Since the establishment of this consulate (January 1, 1901) a keen desire has been expressed in the mercantile circles of Harput and Mezreh to enter into direct commercial relations with the United States. To best consummate this end, at my suggestion an agency for American manufactures has been established at these two cities (2 miles apart), which, at an early date, will extend its operations to Malatia, Diarbekir, Mardin, Arabkir, and other important commercial centers of this consular district. The organization is known as the "American Agency for Eastern Turkey," and its efforts will be chiefly directed, at the outset, to the

introduction of agricultural machinery and everything connected with the needs of the large farming interests. The density of population of the large fertile Harput plain is greater than that of England. To aid in this work and serve as an object lesson, a model farm, cultivated exclusively by American machinery, has been started a few miles away.

In addition to agricultural implements, etc., the agency will also devote its attention to the introduction of farm wagons and other vehicles; pumps, wind-mills, hydraulic rams, and drills; flour, cotton, and silk milling machinery; iron, mechanics' tools, kitchen utensils, carriage springs, structural and general hardware (nails, locks, hinges screws, etc.), leather and saddlery, petroleum, lamps, clocks, stoves, furniture (iron bedsteads, folding chairs, and tables), cotton goods (showy prints and heavy cloth for awnings and tents), paper, paints, shoes, toys, notions, etc.

As it is practically impossible in the Orient to secure orders or enter upon business relations except on a basis of samples, I have decided to establish an exhibit of American wares in connection with this consulate, where the merchants of the region can see our products properly displayed and receive at any time desired information, enabling them to correspond directly with American manufacturers or forward orders through the above-mentioned agency. To that end, a large room on the ground floor of the consulate has been arranged for such an exhibit.

The time is ripe and the conditions are peculiarly propitious for American manufacturing enterprise, especially in the lines above indicated, to gain a permanent foothold in this region, where at present but little active foreign competition is to be encountered.

AUSTRALASIA.

Consul-General Bray sends from Melbourne clipping from a local newspaper, which reads in part as follows:

TRADE IN AUSTRALASIA IN 1900—ALL PREVIOUS RECORDS EXCEEDED.

When expansion in the extractive industries, combined with an advance of 60 per cent in the value of wool, as well as other upward movements, chiefly in pastoral produce, took place in 1899, the total trade of the Australasian colonies reached the highest point in our history, viz, \$783,900,000. With the heavy drop in 1900 in the price of wool and other pastoral products, and a continuance of severe drought in Queensland and northwest New South Wales, it was considered that a large falling off would take place, but the figures we have compiled below from official sources show that the total trade for the twelve months ended 31st December last aggregated nearly \$800,000,000. The reduction in wool values and delay in shipping of this staple are estimated to have caused a falling off of something like \$35,000,000 in the exports of the whole of the colonies, and therefore, with this amount made up and close on \$24,000,000 added, there is proof that our commerce is still rapidly growing and has by no means reached its limit.

The figures of imports and exports for the several states are:

	Imports.	Exports.
New South Wales	\$123,946,800	\$136,879,500
New Zealand	53,220,300	66,220,000
Queensland	34,319,500	44,152,100
South Australia	86,100,100	36,073,900
Tasmania	10,061,500	12,704,600
Victoria	89,064,700	84,796,800
Western Australia	29,019,000	33,345,600

NEW SOUTH WALES.

Consul Bell, of Sydney, says:

New South Wales until January 1, 1901, was a government of itself, subject only in a degree to the throne of England. It maintained an army, navy, railways, telegraphs, etc., part of which are now under the control of the Australian general government. New South Wales is the most important—not the largest—of the six states forming the new confederacy, and Sydney is the most important commercial city on the continent. In value of trade, compared with cities of Great Britain, Sydney is exceeded only by London, Liverpool, and Hull. Owing to economic conditions, manufacturing is not carried on extensively in New South Wales, the people being employed in other occupations. The trade of the United States with New South Wales is more valuable than that of all other foreign (i. e., non-British) countries.

Several American firms have houses in Sydney and ship goods to all parts of Australia. They handle almost all kinds of articles and are doing a good business.

The collection of customs duties has passed into the hands of the federal government and a protective tariff has been adopted,* which has met with much opposition and may be modified before Parliament adjourns. Since the rates are the same for all nations, it is not thought that the new duties will materially affect the volume of American trade.

*See Advance Sheets No. 1201; Consular Reports No. 256.

NEW ZEALAND.

Consul Dillingham, of Auckland, reports prosperous conditions. The imports of New Zealand increased largely in 1900 over previous years. Imports from the United States, for instance, amounted to \$5,309,400 in 1900, being a gain of \$2,845,200 during the past three years. Exports to the United States were \$2,393,300, against \$1,672,900 in 1896. The total imports in 1900 were \$53,230,500 and the exports \$66,280,000. Among the items showing the largest increase in the import trade from America were shoes, furniture, hardware, paper, tobacco, etc. Our manufactures, says the consul, are becoming more popular every year.

QUEENSLAND.

The Board of Trade Journal, of London, says:

Beef and mutton, preserved and frozen, form the principal products of the colony of Queensland, 125,000,000 pounds of beef and 7,600,000 pounds of mutton having been produced in 1899. Dairy products, sugar, and rum are also important industries. The following table gives the particulars of the output of the principal articles in the last two years:

Article.	1898.	1899.
Live stock, slaughtered:		
Cattle.....number.....	326,484	386,466
Sheep.....do.....	277,109	479,818
Hogs.....do.....	86,510	101,704
Meat, preserved:		
Beef—		
Preserved.....pounds.....	25,182,000	47,223,000
Frozen.....do.....	64,677,000	78,174,000
Mutton—		
Preserved.....do.....	967,000	2,616,000
Frozen.....do.....	2,355,000	4,966,000
Bacon.....do.....	6,973,000	7,148,000
Extract and essence of meat.....do.....	1,593,000	1,925,000
Lard.....do.....	16,000	222,000
Tallow.....tons.....	14,000	19,000
By-products of slaughtered live stock.....value.....	\$1,615,678	\$2,564,646
Dairy products:		
Milk.....gallons.....	19,237,000	22,934,000
Cream.....pounds.....	7,352,000	16,374,000
Butter.....do.....	6,437,000	8,463,000
Cheese.....do.....	1,844,000	1,910,000

SOUTH AUSTRALIA.

The Nachrichten für Handel und Industrie, of Berlin, says:

The trade of South Australia with Great Britain and the other Australian colonies was as follows:

Country.	Imports.	Exports.
Great Britain.....	\$11,668,334	\$11,817,138
New South Wales.....	16,268,301	11,833,214
Victoria.....	3,131,671	2,721,717
West Australia.....	487,823	3,727,778
Queensland.....	206,496	872,063
New Zealand.....	139,961	118,855
Tasmania.....	77,906	63,306

TASMANIA.

Consul Webster, of Hobart, gives the imports in 1900 as some \$10,000,000 and the exports at \$12,000,000. For the first six months of 1901, the trade was: Imports, \$4,784,922; exports, \$7,387,527. The increase in imports over 1899 was due to the extension of railways, since completed. There is no means, he says, of estimating the value of American goods imported.

The *Nachrichten für Handel und Industrie* of Berlin gives the following as the most important articles of trade in 1900:

Imports.

Textiles and clothing	\$2, 124, 870	Retail articles	\$216, 019
Sugar	555, 826	Sacks	187, 676
Machinery, including steam, agricultural, etc	484, 149	Zinc, iron	186, 820
Railway and street-railway material	388, 884	Butter	166, 050
Hardware	313, 549	Coke	189, 669
Tea	241, 888	Tobacco	137, 493
Boots and shoes	224, 857	Jewelry, toys, and perfum- ery	138, 282

Exports.

Raw copper	\$4, 078, 473	Silver ore	\$887, 846
Tin	1, 315, 770	Potatoes	502, 335
Wool	1, 271, 198	Silver, containing lead	388, 900
Gold	995, 414	Copper ore	309, 456
Fresh fruit	933, 040	Live sheep	248, 689

WEST AUSTRALIA.

The following statistics are taken from a report in *Nachrichten für Handel und Industrie*, Berlin:

During the year 1900, there were 177 vessels engaged in the pearl and mother-of-pearl shell fisheries on the northwest coast of West Australia. The total number of men employed approximated 1,000. On account of the unfavorable weather, the profits of last season were not so great as was expected. From the year 1889 to 1899, the product of the fishery was as follows:

Mother-of-pearl shells.

Year.	Quantity.	Value.	Year.	Quantity.	Value.
	<i>Tons.</i>			<i>Tons.</i>	
1889	744	\$302, 311	1895	353	\$127, 784
1890	702	341, 872	1896	362	140, 774
1891	749	437, 401	1897	366	187, 983
1892	731	351, 379	1898	538	372, 703
1893	541	252, 242	1899	639	425, 069
1894	423	172, 766			

It is extremely difficult to give the value of the pearls taken. It is estimated in the official statistics at \$1,459,950 for the last ten years, making, with the mother-of-pearl shells, the total product of these fisheries \$4,379,850. These figures seem very favorable, but the attendant expenses are also considerable. The crew of each lugger receives, on an average, \$535 a year; besides, the diver receives \$97 for every ton of shells of mother-of-pearl.

AMERICAN MANUFACTURES IN AUSTRALIA.

Consul-General Bray, in reporting the arrival of the steamer *Star of Australia*, of the Tyser Line, at Melbourne last February, says:

This steamer is said to have brought to Australia one of the largest shipments of American manufactured goods that has ever left an American port. Her cargo list covers 120 packages, in which is included every variety of manufactured goods produced in the United States. There are 400 tons of sewing machines alone. For Auckland, New Zealand, the vessel brought an entire gas plant weighing 500 tons. There are rifles, shotguns, revolvers, and ammunition sufficient to supply a brigade, while lawn mowers, reapers, wagons, wheels, coffee mills, patent medicines, etc., are reckoned by tons. Kerosene to the extent of 80,000 cases and 1,500 barrels, 1,000 tons of wire, 1,200 tons of bar iron, 400 tons of roll paper, hundreds of pianos and organs, together with an extensive array of miscellaneous articles, comprise a cargo which, for size and value, has probably not been exceeded in any vessel coming to Australia.

A later report from Mr. Bray announces the arrival of another cargo, including 24 locomotives built by the Baldwin Locomotive Works for the government of New South Wales, some 4,000 tons of miscellaneous manufactured goods shipped by various commission houses doing business with Australia, and about 700 tons of paper. The cargo amounts to nearly 10,000 tons, and is valued at over \$1,000,000.

NEW TARIFF.

The new tariff of Federated Australia went into operation October 8, 1901. The bill has not yet passed Parliament, but the schedules took effect when the bill was introduced. The rates are decidedly higher than those formerly in force. Machinery and articles of iron and steel especially will suffer, though the rates on many other manufactured goods have been raised. For the full text of the tariff, see Advance Sheets of Consular Reports, No. 1201, November 29, 1901 (Consular Reports No. 256).

POLYNESIA.

BRITISH NEW GUINEA.

British colonial reports give the total value of the trade of British New Guinea for the fiscal year 1899 at \$587,221, divided as follows: Imports, \$253,885; exports, \$333,336. The chief imports of the past year were as follows:

Article.	1898-99.	Increase (+) or decrease (-).
Beer (bottled).....	\$3,313	+\$1,805
Boats.....	15,636	+ 2,740
Drapery.....	23,408	+ 4,317
Flour.....	5,082	- 1,230
Hardware.....	7,522	- 2,436
Meat (preserved).....	19,850	- 6,472
Rice.....	12,704	+ 1,397
Timber.....	7,637	+ 3,212
Tobacco (trade).....	20,361	- 1,849

The chief exports were:

Article.	1898-99.	Increase (+) or decrease (-).
Bêche-de-Mer.....	\$7,000	-\$3,521
Copra.....	14,147	+ 2,346
Gold.....	215,028	+90,886
India rubber.....	9,417	- 8,507
Pearl shell.....	50,047	+ 8,833
Sandalwood.....	14,210	- 97

FIJI.

Consul-General Bray, of Melbourne, says that the import trade in 1900 was valued at \$1,702,736, and the export at \$3,016,431.

A German consular report says:

The trade of the Fiji Islands is almost exclusively carried on with the colonies of Australia and New Zealand. The chief industries are the cultivation of sugar cane, the manufacture of sugar and of brandy as a by-product, the extraction of copra, cultivation of tobacco, rice, earth nuts, and fruits. Bananas, oranges, citrons, and other fruits grow in abundance, and with suitable cultivation could be profitably marketed in Australia. Coffee, tea, caoutchouc, and other tropical products are found in these islands, but the prosperity of the colony depends upon the sugar-cane industry. Most of the islands of the Fiji group are well watered, hilly, with a fertile soil. In 1899, the area under cultivation was 48,803 acres, leaving 4,906,117 acres uncultivated. The re-export trade in 1900 was valued at \$29,330.

HAWAII.

The total imports in 1899 were \$19,059,600, of which the United States sent to the value of over \$15,000,000. The exports were \$22,628,000, and \$22,517,800 of this went to the United States. In the period from January 1 to June 14, 1900 (the date when the act to provide a government for Hawaii took effect), the imports were \$10,231,200 and the exports \$14,113,600. Since that date, no separate statistics for Hawaii are obtainable. The following data as to the resources of the islands are taken from Hawaiian returns and from publications of the Department of Agriculture:

Hawaiian sugar plantation statistics from January, 1875, to June, 1900, inclusive.

Year.	Sugar.		Molasses.		Total export value.
	Quantity.	Value.	Quantity.	Value.	
	<i>Pounds.</i>		<i>Gallons.</i>		
1875.....	25,080,182	\$1,216,888.82	93,722	\$12,183.86	\$1,228,572.68
1876.....	26,575,929	1,272,324.68	130,073	19,510.95	1,291,845.48
1877.....	25,575,965	1,777,529.57	151,462	22,719.30	1,800,248.87
1878.....	38,431,458	2,701,731.50	93,136	12,107.68	2,713,839.18
1879.....	49,020,072	3,106,568.06	87,475	9,022.52	3,115,185.91
1880.....	63,584,871	4,322,711.48	198,365	29,753.52	4,352,464.73
1881.....	93,789,488	5,965,899.54	293,587	31,030.44	5,427,020.98
1882.....	114,177,088	6,320,890.65	221,236	33,183.95	6,354,084.60
1883.....	114,107,155	7,112,981.12	193,997	34,819.46	7,147,800.58
1884.....	142,654,428	7,828,896.67	110,530	16,579.50	7,845,476.17
1885.....	171,350,314	8,356,061.94	57,941	7,050.00	8,363,111.94
1886.....	216,223,615	9,775,182.12	113,137	14,501.70	9,789,683.88
1887.....	212,763,047	8,694,964.07	71,222	10,522.76	8,705,486.83
1888.....	235,888,346	10,818,883.09	47,965	5,900.40	10,824,783.49
1889.....	242,165,335	13,089,802.10	54,612	6,135.10	13,095,487.20
1890.....	259,789,462	12,159,536.01	74,326	7,603.29	12,167,188.30
1891.....	274,993,580	9,350,537.80	55,845	4,721.40	9,355,259.20
1892.....	293,636,715	7,276,949.24	47,968	5,061.07	7,281,610.33
1893.....	330,822,379	10,200,958.87	67,232	5,928.96	10,206,887.83
1894.....	306,684,966	8,473,009.10	72,979	6,050.11	8,479,059.21
1895.....	294,784,319	7,976,590.41	44,970	3,037.83	7,979,628.24
1896.....	443,569,232	14,982,172.32	15,885	1,208.72	14,983,382.54
1897.....	520,158,232	15,890,422.13	33,770	2,332.72	15,892,754.85
1898.....	444,933,036	16,614,622.53	14,537	919.18	16,615,541.71
1899.....	545,370,573	21,898,190.97	11,455	358.55	21,898,549.52
1900.....	344,531,173	13,919,400.21	120	10.00	13,919,410.21

* Five and a half months to June 14.

COFFEE.

The coffee berry is a natural product of Hawaii. It is growing wild in locations upon several of the islands. These wild trees have reached a large growth, and they are still furnishing berries to the native Hawaiians. When the berry was first introduced into the country is not known. It passes as one of the growths native to the islands and their conditions.

The interest taken in coffee to-day, however, with its prospective value, is lifting the question of production from a wayside matter into one of the most engaging industries of the islands.

Coffee is being cultivated upon the four larger islands. On Maui and Kauai, the work has not passed the experimental stage in areas and results. On Oahu, the production is, in one district, getting onto a commercial basis. It is to the island of Hawaii, however, that one must go in order to see what is being done and to estimate the possibilities of the industry.

There are four main coffee districts on the island of Hawaii—namely, Puna, Olaa, Kona, and Hamakua. A census of the areas in the several districts that are at this time under coffee has been attempted, but the data do not justify a precise statement regarding the number of acres and accomplished results. Many planters express areas by number of trees, but as the distances between trees are not uniform, acreage can not be reliably deduced. In the district of Olaa, which claims the largest total area and the greatest number of planters, the land actually under coffee is about 6,000 acres. The other districts have relatively

smaller areas under plant than Oiaa, but this present circumstance does not necessarily indicate the future relative importance of the several districts. The matter of soil, and the essentially associated climatic conditions, are the prime factors which will ultimately determine the values of the respective districts for permanent coffee growing.

An idea is had of the commercial importance of the coffee industry by observing the exports of the berry to other countries. Foreign shipments, however, do not express anything like the volume of the total production, since the coffees used on the islands are chiefly home grown. The exports for 1897 were 337,158 pounds, valued at \$99,696.62. These figures, however, not only do not represent the volume of production for the year stated, but they fall still further short of indicating the present basis of the industry. The coffee tree requires several years of growth in coming to economic bearing. This means that while the present area of actually bearing lands is so much, a larger or smaller area may be in course of coming up and will be added to the actually producing lands within a year or so. The fact is well illustrated by the following condition now obtaining in the Oiaa district: Coffee area—under 1 year old, 1,821½ acres; 1 to 3 years old, 2,749½ acres; over 3 years old, 1,844 acres.

Certain of the areas of "from 1 to 3 years old" in 1897 are now bearing, and other areas are closely approaching that state.

The coffee industry of Hawaii is not destined to impress the world by the great areas under cultivation or the volume of shipments corresponding to the production of other countries. Hawaiian coffees, however, are on the way toward a permanent reputation for high and specific quality. They have their own aroma and marked flavor as distinctly as does the Hawaiian pineapple, which makes it aromatically superior to most known pineapples. With the delicate flavor is also associated a mildness and freedom from the acridness that marks many individual and unmixed coffees that are on the market. Hawaiian coffee is complete in itself, and no known mixture adds to its native excellence. Prices already obtained for selected samples sold abroad justify the view that this coffee is capable of reaching a unique position, where quality and not price is the first consideration of the consumer. This consideration of "quality" makes it necessary in the highest degree that the culture shall receive specially intelligent care. It is further and equally necessary that the utmost attention shall be given first to the cleaning, and then to the grading of the berries, in order to place them on the market in presentable and advantageous form.

TRANSPORTATION.

The steamship lines plying between the coast of America and Honolulu are the Oceanic Steamship Company, the Oriental and Occidental Steamship Company, and the Pacific Mail.

One steamer of the Oceanic Line, the *Australia*, makes Honolulu her destination; the other two steamers of the line, after discharging passengers and freight, go on to Samoa and Australia. The steamers of the two other lines proceed to Japan and China.

The rates for passengers range from \$75 to \$100. The time from San Francisco to Honolulu by steamer is from six to seven days.

The Canadian-Australian Royal Mail Steamship Company's steamers, sailing from Vancouver and Victoria, stop at Honolulu and then proceed to Australia and New Zealand.

There are a number of fine sailing vessels making regular trips between Port Townsend and San Francisco and Honolulu, with limited passenger accommodations. The price is \$40 for cabin passage.

The bulk of the steam passenger and freight traffic between San Francisco and Honolulu is controlled by the Oceanic Steamship Company, their rates being \$75 cabin and \$25 steerage, while the two other lines charge \$100 and \$30, respectively.

The rates of freight from Honolulu to San Francisco are: For steamers, \$5 per ton and 5 per cent primeage; sailing vessels, \$3 per ton and 5 per cent primeage.

The rates to Atlantic ports range from \$5 to \$7 per ton, with 5 per cent primeage.

The duration of the voyage between Honolulu and New York has been from eighty-nine to one hundred and thirty-four days.

There are three railroads on the islands. The Kahului Railroad, on the island of Maui, is 13 miles long; the Hawaiian Railroad, on the island of Hawaii, is about 20 miles long. These two roads are used principally to carry the products of the plantations to the various points of shipment. The principal road on these

islands is the Oahu Railway and Land Company line, which runs from Honolulu to Waianae, the total length, including sidings, being 38.5 miles. This road was opened for traffic July 1, 1890, since which time its business has shown a steady increase, both in its passenger and freight traffic.

WAGES.

The following is an approximation of the wages paid to different classes of labor on the Hawaiian Islands:

Engineers on plantations, from \$125 to \$175 per month, house and firewood furnished.

Sugar boilers, \$125 to \$175 per month, house and firewood furnished.

Blacksmiths, plantation, \$50 to \$100 per month, house and firewood furnished.

Carpenters, plantation, \$50 to \$100 per month, house and firewood furnished.

Locomotive drivers, \$40 to \$75 per month, room and board furnished.

Head overseers, or head lunas, \$100 to \$150.

Under overseers, or lunas, \$30 to \$50, with room and board.

Bookkeepers, plantation, \$100 to \$175, house and firewood furnished.

Teamsters, white, \$30 to \$40, with room and board.

Hawaiians, \$25 to \$30, with room; no board.

Field labor, Portuguese and Hawaiian, \$16 to \$18 per month; no board.

Field labor, Chinese and Japanese, \$12.50 to \$15 per month; no board.

In Honolulu, bricklayers and masons receive from \$5 to \$6 per day; carpenters, \$2.50 to \$5; machinists, \$3 to \$5; painters, \$3 to \$5 per day of nine hours.

CURRENCY.

The currency of these islands is of the same unit of value as that of the United States. The gold is all of American mintage and United States silver and paper money is in circulation and passes at par. The rate of exchange is $1\frac{1}{4}$ per cent on Eastern cities of the United States and 1 per cent on the Pacific coast.

NEW CALEDONIA.

La Quinzaine Coloniale, of Paris, says:

The total trade of New Caledonia for 1900 was valued at \$4,059,169. The import trade reached a value of \$2,347,314 and the export trade was figured at \$1,711,855. The increase of importations amounted to \$232,382 compared with 1899. On the other hand, the export trade showed a decrease of \$3,461 from the value of 1899. The question of manual labor is still urgent. The Japanese workmen have not given the satisfaction expected.

Consul-General Hughes, of Coburg, says that, according to German reports, 298 tons of coffee and 8 tons of rubber were exported from New Caledonia in the first eight months of 1901.

The exportation of coffee shows the following monthly figures:

	Tons.		Tons.
January	92.9	May	9.5
February	36.2	June	61.2
March	42.4	July	12.4
April	42.3	August .....	.4

SAMOA.

Consul-General Osborn, of Apia, gives the imports in 1900 as \$501,200, of which some \$94,000 came from the United States. The exports were valued at \$301,300. Copra constitutes the chief article of export. Imports from the United States, says Mr. Osborn, consist mainly of salmon, pilot bread, canned vegetables and meats, and other provisions. The bulk of Samoa's business is with the British colonies, because of their proximity.

The following extracts are from a recent report by the British consul in Samoa:

The islands of Savaii and Upolu were annexed by Germany on March 1, 1900. Shortly afterwards, on April 17, the United States took possession of Tutuila and Manna. The only export for many years has been copra, amounting in 1900 to \$223,800. Copra, largely used for the manufacture of soap and candles, etc., goes to the United Kingdom, France, Germany, Russia, Italy, and the United States, principally to the United Kingdom and Germany. One of the first acts of the governor was to protect the natives by enforcing fair weights. He is now endeavoring to induce them to make a better article.

At the present time, cacao is engaging much attention here. At a distance of 2 or 3 miles from the sea it grows almost wild, and can be cultivated with success everywhere in Samoa, except, perhaps, on the summit of the mountains, where the climate will probably be too cold. The quality is good. Mr. Carruthers's cacao fetched lately the highest price in the London market. The governor is introducing plants of the celebrated Soconusco variety from Mexico. Cacao planting should draw the attention of home capitalists. The great drawback is that leases from the natives for a longer period than ten years are not likely to be confirmed, as the government does not wish to encourage land speculators, and refers any application of this kind to the Berlin authorities.

Coffee has been a failure. Even the hardy Liberian coffee, introduced a few years ago, is now suffering from the same disease that destroyed the Mocha and other varieties. Vanilla and kola promise well. Rubber should also succeed. Bananas and pineapples are shipped occasionally to Auckland in small quantities, but the time occupied in transit is too long, and the fruit is often spoiled on the voyage.

The principal articles imported are salt beef in kegs and tinned meats, entirely from Auckland; soap, from Auckland and Sydney; prints, long cloth, and other articles of drapery, etc., principally from Auckland and Sydney, although during the last three years merchants have begun to import from Hamburg many articles formerly brought from the colonies. Kerosene oil, tinned biscuit, and lumber come from San Francisco.

Commercial travelers from Auckland and Sydney visit Samoa regularly for orders. The large German firm founded by the Godoffroys, for many years established in this group, imports from Hamburg the greatest part of the manufactured goods used in the carrying on of its business.

At present the import duties are as follows: Ale, 50 cents per dozen quarts; spirits, \$2.50 per gallon; wine, \$1 per gallon; sparkling wine, \$1.50 per gallon; tobacco, 50 cents per pound; cigars, \$1 per pound; sporting arms, \$4 each; gunpowder, 25 cents per pound. On all other articles, ad valorem, 2 per cent on invoice cost and charges. It is supposed that some alterations will be made before long in this tariff.

Storekeepers pay a yearly tax of from \$12 to \$100 per annum, according to the business done. The tax on buildings is 1 per cent yearly on two-thirds of their value; that on trades and professions is from \$3 to \$60 per annum. There is an export tax of 2½ per cent on the value of copra shipped. All of the above were imposed originally in accordance with the Berlin treaty of 1889.

The population of German Samoa consists of about 200 whites, 300 half-castes, and 32,000 natives. Imports, therefore, can not be very large, native wants, in a climate like this, being limited, but should planting companies be formed and the land utilized, matters will assume a very different aspect.

There is more protection for property now than was formerly the case, when the islands were under the rule of a native sovereign. The government is conciliating both parties with much success, and at present the relations between the natives and all foreigners are most amicable. If a rebellion should occur, it would arise out of the disputes between the old conflicting native factions.

The area of Upolu is 220,000 acres; of Savaii, 410,000 acres; in all, 630,000 acres, of which only 20,000 acres are now being cultivated. One hundred and fifty thousand acres have been sold to foreigners. Commerce would be increased to a very great extent should the land generally be thrown open to improvement by sale or forty-year leases. The price of the land ranges between \$2.50 and \$25 per acre, according to its situation and improvements. An American company lately sold several thousand acres in blocks at from \$2 to \$5 per acre.

The area of Tutuila and Manna is small, perhaps 35,000 acres, much of which is steep and mountainous. Tutuila is 70 miles from Apia. Four thousand natives are living on Tutuila, and 1,900 on Manna, and about 20 whites and as many half-castes.

GERMAN MONEY IN SAMOA.

Consul-General Osborn reports from Apia, Samoa, July 5, 1901, that on the 1st day of that month, the German Government began the issue of German money as the legal tender of the colony. Heretofore, American money had been used. The rate of exchange for gold, as fixed by Government proclamation, is 20.42 marks for £1 sterling, and 20.95 marks for \$5. The silver mark, shilling, and quarter dollar are given the same relative value. The consul-general adds that considerable trouble is being experienced in handling the German and English money together, as some of the merchants refuse to take the mark at the same value as the shilling.*

SOCIETY ISLANDS.

Consul Doty, of Tahiti, says that the imports for 1900 were figured at \$704,395, or \$125,618 more than those of the preceding year. The following are the most important articles of import: Wine, moist sugar, oil, perfumery, soap, tissues, naval supplies, canned meats, flour and ship biscuit, galvanized tin, salmon in tins, sardines, lard, butter, building wood, doors, and windows. The principal countries carrying on trade with the islands are, besides France, the United States, Great Britain, New Zealand, and Germany. The exports in 1900 reached a value of \$719,471, an increase of \$13,785. Copra leads in the articles of export, with a value of \$235,756; mother-of-pearl, was valued at \$213,855; vanilla, at \$156,588. The other articles of export were lemons, pineapples, and bananas.

The United States sent \$330,347 worth of the imports (an increase of \$65,681 over 1899) and took \$305,133 worth of the exports.

*According to the United States Treasury valuation, the mark is worth 23.8 cents and the shilling 24.33 cents.

EUROPE.

AUSTRIA-HUNGARY.

Consul-General Hurst, of Vienna, gives the imports (exclusive of specie) as \$339,271,500, against \$321,773,960 in 1899. The figures for exports were \$388,400,500 and \$372,318,400, respectively. The chief countries participating in the commerce of 1900 were:

Country.	Imports from.	Exports to.
United States.....	\$30,564,000	\$7,586,900
Great Britain.....	29,788,300	40,250,000
France.....	10,772,800	13,608,100
Germany.....	126,997,800	188,388,200
Belgium.....	5,217,300	2,977,500
Switzerland.....	11,256,800	13,725,900
Turkey.....	8,384,900	12,723,600

It is notable that imports from the United States rose from \$24,900,000 in 1899 to \$30,500,000 in 1900.

AMERICAN PRODUCTS IN AUSTRIA-HUNGARY.

Consul-General Hurst sends the following from Vienna, October 28, 1901:

Imports into Austria-Hungary from the United States are increasing rapidly. American exporters have not, until recently, given general attention to this part of Europe, which is considerably removed from ports in closest touch with trans-Atlantic commerce. Although the total amount exported from the United States during the year 1900 to this Monarchy amounted to some \$30,500,000, the sum is, nevertheless, capable of being enlarged. This probability is understood in Austria, and the prospect is not complacently regarded. Austrian manufacturers and agriculturists are making an organized effort to stem the inflow of American products, and an important conference has recently been held in Vienna to take measures against our competition. The movement can not be called determinative; it shows, however, the attitude of an influential and educated minority. It is the producer, rather than the consumer, who endeavors to place himself on the defensive. Mention is often made here of a protective league, comprising Austria-Hungary, Germany, Switzerland, Holland, and Belgium, against the United States, although it can not be seriously considered. At the assembly in question, composed of leading men discussing how American imports could be effectually restricted, it was openly acknowledged that the commercial policy of the present time is dictated and controlled by the United States. Austria is threatened with formidable shipments of goods that tend to dwarf, if not actually destroy, many Austro-Hungarian industries. Especially does the Austro-Hungarian agriculturist cry out against the imports from the United States of flour, corn, lard, beef, bacon, ham, and fresh fruits—articles that Argentina, Russia, and the Balkan States also ship to Austria-Hungary. Although as yet there has been no extensive unloading of American coal at either Trieste or Fiume, it is feared that the United States will soon begin to carry anthracite to the Austrian and to the Hungarian seaports. Iron, steel, and machinery have already established themselves on a commercially profitable basis. Instances of the gigantic strides of our American manufacturing industries are cited to show our ability to forge ahead of all competitors in many fields. American trusts are particularly mentioned as a mortal peril to European manufacturers, on account of the powerful organization of capital and business manipulation.

As a means to ward off encroaching American competition in Austria-Hungary, it is recommended, in view of the commercial policy of the United States and the present customs movement of the German Empire, that there be an entire reconstruction of the Austro-Hungarian tariff system, so that sufficient and lasting protection may be granted to manufactures and agriculture. At the same time, it is said this new tariff must be specialized in the most far-reaching manner. It should contain sufficient concessions to facilitate the conclusion of favorable commercial treaties and to develop Austro-Hungarian exports. The usual most favored nation clause in the new commercial treaties should no longer be inserted; and, on the other hand, certain paragraphs should be added which will give reciprocal advantages. In view of the rapid changes that are likely to occur in the field of commerce, the manufacturers and agriculturists consider it advisable to determine the duration of the treaties according to the productive conditions of the various states with which they may be concluded. They demand that treaties protecting domestic industries in a satisfactory manner and stimulating export should be subject to termination at long notice, but that a commercial treaty with the United States of America should be subject to short notice.

HUNGARY.

Consul Chester, of Budapest, says that trade has been prosperous both in imports and exports. The excess of exports over imports in 1900 was 100 times greater than in 1899, i. e., about \$45,000,000 against \$400,000.

The decrease of imports from the United States in 1899 was replaced by a sudden rise in 1900. Raw cotton, tobacco, and raw copper figured in important places in the list; also mineral oil, phosphates, blue vitriol, instruments, sewing machines, wood and metal working machinery, harvesters and mowers, and pumps.

The consul thinks that the proposed new German tariff may force Hungary to adopt a different policy from that of Austria, in its commercial relations with central Europe.

TRADE IN 1901.

The trade of Austria-Hungary in 1901 is described by Consul Langer, of Solingen, as follows:

The foreign trade of Austria-Hungary shows a decrease of 58,800,000 crowns (\$11,936,400) in the trade balance for the year 1901.

The import of raw materials has varied but little in actual value; as to quantity, there is an increase from 8,487,000 tons in 1900 to 10,274,000 tons.

The difference in the import of manufactured goods is also comparatively small.

The export, however, shows a large decrease, both in manufactured goods and those partly manufactured.

The following table shows the changes in the various groups of products more definitely:

	Value, 1901.	More or less than in 1900.
IMPORTS.		
Raw materials	\$202,492,500	- \$101,500
Manufactured goods	94,698,900	+1,228,300
Partly manufactured goods	48,456,100	-1,542,800
EXPORTS.		
Raw materials	167,941,900	+1,664,800
Manufactured goods	161,445,900	-4,953,200
Partly manufactured goods	54,119,800	-7,429,800

A decided decrease of imports is shown in the following articles:

Groceries	\$1,136,800
Coal and cokes	1,258,600
Copper	872,900
Machinery	1,664,600
Cattle to be killed	284,200
Wine	1,847,800

In exports, flax, yarns, and manufactures thereof show a decrease of \$527,800, silk and silk goods one of \$893,200, while woolen goods show an increase of \$872,900 and ready-made clothing one of \$507,500.

The decrease in the export of iron is very marked, but the gain in the export of coal is exceptional. The total export was \$22,208,200.

BELGIUM.

Imports in the general commerce in 1900, says Consul-General Lincoln, of Antwerp, amounted to \$693,719,200 and exports to \$636,417,500. In the special trade, the figures were \$427,649,400 and \$371,119,700. Imports from the United States were valued at \$54,059,300, representing a loss, as compared with 1899, of \$2,500,000, the decrease being chiefly in grains, tobacco, meats, and oil. In drugs, cotton, tools and machinery, worked copper and nickel, etc., there was, on the other hand, an increase. Exports to the United States showed a gain of over \$2,000,000, and amounted to \$14,841,700, the items indicating an advance being sugar, rubber, etc.

In 1901, imports of wheat from the United States have increased notably; also of machinery, lead, firearms, and wood pulp. In iron, barley, corn, and fruit, there has been a decline.

The following extracts are taken from Consul-General Lincoln's report:

In the per capita value of trade, Belgium takes the first place in the world's commerce, as shown by the following table, drawn up at the time the budget for 1900 was submitted:

Country.	Population.	Value of special commerce in 1898.	Value per 100 inhabitants.
Belgium	6,660,732	\$652,684,812	\$110,782
England	40,188,927	3,725,075,630	92,640
Germany	52,279,901	2,181,977,395	40,723
France	38,517,975	1,540,796,200	39,951
United States	74,889,000	1,851,599,800	24,897
Austria	44,288,587	787,181,501	17,756
Italy	31,667,946	504,781,700	6,019
Russia	128,981,827	992,881,552	7,720

The proportion per 100 inhabitants in Belgium is 19 per cent higher than in England, 172 per cent more than in Germany, 177 per cent more than in France, and 845 per cent more than in the United States.

Consul Winslow, of Liege, notes that in spite of the general depression in business, trade with the United States is encouraging. Everything indicates, he says, that more American goods are being consumed in that part of Belgium than ever before. The returns of the general trade show that there was a decrease in imports from the United States in 1900, but the consul thinks that this is largely due to the fact that many American firms have branches in London, and sell goods to Belgium and other continental countries through these agencies. Our articles have the preference, and if shippers continue to pay strict attention to the quality of goods sent, and pack them carefully, the trade will grow steadily. The use of our machinery is increasing, and a conservative estimate placed the sales last year at \$300,000, notwithstanding the dull times. Most of this was for rolling and iron mills, but many agricultural machines, also, are sold. Machinery for the manufacture of firearms is also extensively purchased in the United States, and the effect of this has been to greatly reduce the price of the guns, as well as to improve the quality. He adds:

American goods of nearly every description find a ready sale in this part of Belgium, even at an advance in prices over all similar goods. The imitations, of

which there are many—mostly from Germany—fall far short of the originals. In this district, the sale of our goods has easily doubled in the past three years, but there is still a fine opening, with proper management. A few active salesmen could accomplish great things for our products in this part of Europe.

BULGARIA.

The *Nachrichten für Handel und Industrie*, Berlin, contains a paragraph as follows:

The imports into Bulgaria in 1900 were estimated at \$8,935,000. The exports for the same period were \$10,402,700. Both imports and exports are the smallest since 1886. Of the import trade, the United States had \$46,976, made up of tools, wire, wire nails, agricultural machines, and sewing and knitting machines. Bulgaria exported to the United States attar of roses to the value of \$116,762.

CYPRUS.

Consul Rayndal, of Beirut, under date of June 14, 1901, transmits a report on the industries and commerce of the island of Cyprus, which reads as follows:

I have collected from various official sources the following statistics of the exports and imports of Cyprus:

Year.	Exports.	Imports.
1874	\$1,891,125	\$735,450
1879	1,542,065	1,111,090
1896	1,485,710	1,200,255
1899	1,538,270	1,538,905
1900	1,841,380	1,862,900

The principal exports in 1900 were:

Carobs	\$440,050
Barley	286,405
Wine	149,390
Silk cocoons	90,040
Wheat	81,870
Raisins	78,605
Mules, oxen, and donkeys	77,937
Lemons, oranges, and pomegranates	48,065
Hides and skins	45,895
Wool	33,765
Cotton	81,920

Other important articles of export are cheese, spirits, vinegar, sponges, linseed, aniseed, and gypsum. Salt is produced in large quantities, but, owing to fiscal restrictions, is not exported.

The imports for the same year were:

Article.	Value.	Article.	Value.
Cotton piece goods	\$126,675	Rice	\$30,360
Woolen manufactures	85,350	Canned goods	20,065
Cotton yarn and thread	79,901	Coal	18,275
Leather	75,970	Glassware	17,230
Lumber	62,780	Soap	29,390
Olive oil	61,530	Coffee	29,500
Petroleum	60,729	Sacks	27,440
Tobacco	57,513	Machinery	26,270
Sugar	55,710	Vetches	21,315
Iron and steel and manufactures of	55,500	Paper and stationery	21,280
Butter	37,885	Fish	18,985
Wheat flour	31,065	Silk manufactures	17,755
Haberdashery	30,680		

The trade, according to countries, was distributed as follows for the year 1899:

Country.	Imports.	Exports.
Great Britain	\$420, 325	\$223, 285
Turkey	501, 880	255, 990
Egypt	173, 780	430, 800
Austria	180, 800	78, 275
France	95, 575	232, 965
Greece	52, 050	25, 820
Italy	35, 820	25, 140
Germany	40, 045	115
Russia	35, 680	9, 620
Belgium	28, 700	600
Roumania	4, 745	9, 570
Sweden	4, 565	
Brazil	4, 135	
United States	1, 585	11, 670
Other	1, 710	1, 420
Total	1, 588, 905	1, 538, 270

The consul adds:

American interests in Cyprus are as yet unimportant. The exports to the United States consist of small quantities of skins and wool. Recently, Cyprus cigarettes have been added, while the imports from the United States to Cyprus are mostly machinery. A few carriages and bicycles have also been imported. If some way of shipping direct to Cyprus, without transshipment, could be devised, many kinds of American goods could be introduced, as cotton fabrics, leather, lumber, iron and steel manufactures, flour, notions, paper, canned goods, coal, glassware, beer, copper, drugs, agricultural implements, and mechanics' tools. There is also an opening in Cyprus and other islands of the Turkish and Greek archipelagoes for the introduction of modern American windmills. Travelers between Beirut and Constantinople can not fail to notice the surprisingly large number of antique windmills which contribute to make Cyprus, Rhodes, Crete, Samos, Mytilene, and other islands on the way so picturesque. Commercial travelers representing American houses should stop off at Cyprus and other islands mentioned, when they visit the Levant. In the meantime, correspondence may be addressed to the following Cyprus importers: P. J. Louisides & Co., J. Pierides & Co., A. Kanaan & Sons, and John Louisides, esq., all in Larnaca, Cyprus.

Especial attention should be accorded the agricultural situation and the introduction of modern farm machinery and implements. Cyprus is essentially an agricultural island, but is still, to a considerable extent, employing antiquated farming tools and methods. The people are, however, ready for reforms.

Under British administration, progress is being made; roads have been built, great irrigation works for the storage of water have been completed in the Mesaoria plain, a harbor is being planned for Famagusta, a contract has been entered into with the Austrian Lloyd for a weekly steamship service between Cyprus and Alexandria (for which the Cyprus government pays an annual subsidy of \$8,760), and a railroad to connect Larnaca, Nicosia, and Famagusta is being considered; also a central bank to accommodate the farmers, who are in many instances at the mercy of usurers. Nor should it be forgotten what the present administration of Cyprus has accomplished in the way of reclothing mountains and plains with forests—so vitally important in hydrological and sanitary respects.

For the last twenty-five years, the United States has had no consular representative in the island.

DENMARK.

Consul Freeman, of Copenhagen, says that Danish industries suffered a decline in 1900. The war in South Africa and in China made a heavy drain on the European money market.

In manufactures, the high price of coal, iron, and raw materials, the agitations among the artisans, and sharp competition abroad made the year hard for the industries. Business with other countries, however, increased largely, and especially with the United States, in spite of the high ocean rates and the fluctuations of the market.

The principal imports into Denmark from the United States are corn, wheat, rye, oats, bran, flour, machinery, cotton, cotton-seed products, lard, bacon, oleomargarine, and petroleum.

For the year ended December 31, 1900, these amounted to the value of \$20,865,656. There was also an unspecified amount of American products brought in from Great Britain, France, the Low Countries, and Germany. This is estimated at \$5,500,000, making the entire amount of American products imported into Denmark for the year not less than \$26,000,000.

The total value of exports from Denmark to the United States for 1900, was, according to the Danish statistical bureau, \$1,842,400. According to our own consular reports, the Danish dominions exported to the United States in that year the value of \$1,165,819.

German reports give the import trade of Denmark for the year 1900 at \$111,061,880, against \$107,138,360 in 1899. The exports for the year 1900 were figured at \$75,216,880, compared with \$72,394,840 in the preceding year. The following table shows the values of imports and exports, by articles, for the year 1900:

Articles.	Imports.	Exports.
Live animals	\$665,240	\$5,845,080
Animal food products	9,120,040	57,815,640
Cereals, field and garden vegetable	16,589,200	2,310,160
Fodder and seeds	10,414,480	281,400
Colonial goods, fruits, etc	8,050,720	902,840
Beverages	1,259,600	179,560
Textiles	1,827,760	489,000
Yarn, thread, and rope	8,609,960	40,200
Manufactured goods	10,824,520	150,080
Hair, feathers, horns, etc	8,073,960	2,457,560
Manufactures of hair, feathers, bones	1,892,080	67,000
Tallow oil, resin, tar, etc	2,071,640	840,360
Wood, manufactures of	6,509,720	134,000
Dyestuffs and colors	549,400	50,920
Different textile plants	779,880	61,640
Paper and manufactures of	927,280	93,800
Metals	10,762,880	1,089,840
Minerals, raw and manufactured	13,140,040	648,560
Other goods	6,225,640	2,669,280

FRANCE.

Consul-General Gowdy, of Paris, gives the imports into France in 1900 as \$750,846,290 (special commerce), or a decrease of some \$21,000,000 from the figures of 1899. The exports were \$787,060,176, or a falling off of over \$14,000,000 as compared with the returns for the preceding year. Imports for the first nine months of 1901 were valued at \$683,772,900, a decrease of nearly \$7,000,000 as compared with the first nine months of 1900. The corresponding figures for exports were \$594,695,000, which show a gain of \$15,000,000 over those for the same period in 1900.

The commerce of France with the principal countries in 1900 was:

Country.	Imports from.	Exports to.
United States	\$38,740,600	\$48,972,800
England	117,561,700	239,085,900
Germany	79,488,200	88,788,000
Belgium	75,079,300	114,451,800

Imports from the United States increased some \$6,000,000 during the year, and exports to our country declined about \$300,000.

Consul-General Skinner, of Marseilles, says:

To the analytical mind, it seems perfectly evident that France is undergoing as great and rapid an industrial evolution as is possible in a conservative land. Petty commerce, always much more closely specialized than in the United States, is being driven to the wall by huge department stores, and the army of small shopkeepers imagines that all is lost save honor. Old factory methods, obsolete machinery, and the individual attempting to carry on large enterprises—these are all giving way to the results of modern organization, to the great benefit of the community, but not without friction here and there.

American exporters occupy a commanding position in France, in spite of the serious disadvantages under which their transactions are carried on. The popular conception of the French reciprocity treaty as negotiated is that it would give to our exporters in this market opportunities not enjoyed by other powers. This is not a proper statement of the situation. The treaty is in fact an attempted application to our wares of the minimum French tariff. The French system of protection includes a maximum and a minimum tariff. Except as modified by the comparatively unimportant convention of 1898, and which affects but 21 classes of merchandise, mainly wood, pork, and lard, imports from the United States pay the maximum rate, and as the difference varies from 25 per cent to 100 per cent, we are practically ruled out of competition in many lines. All the great competing nations enjoy the low tariff, the list including Germany, Austria-Hungary, Belgium, Bulgaria, Cyprus, Denmark, Spain, Great Britain, Montenegro, Netherlands, Roumania, Russia, Servia, Switzerland, Turkey, Sweden and Norway, Greece, Bolivia, Colombia and Mexico, Paraguay, Persia, Argentina, Dominican Republic, Canary Islands, Egypt, Morocco, Tripoli, and Haiti, and, to a more limited extent, Canada. This would make clear one reason why American trade development in France has not kept pace with its development in some other countries.

My conviction is that the fairest field for American enterprises in Europe, in spite of present hindrances, lies in France. Habits of thrift and industry have endowed the people with a reserve of wealth, not measured by a few great fortunes, but evenly distributed. The same causes which produced a commercial revolution in Germany are operative in a measure here, but are governed by the conservatism which has made the French people great and which will prevent excesses in any direction. Virtually all the manufactured articles for which we find a ready sale abroad are required here, and in annually increasing quantities.

AMERICAN TRADE WITH FRANCE.

The following paragraphs are taken from the annual report of Consul-General Skinner:

WHEAT AND SEMOLINA.

This year France again enters the list of wheat-importing nations to an important extent. It is estimated that there will be a shortage of 56,000,000 bushels, and that the United States may reasonably expect to supply through the port of Marseilles about 20,000,000 bushels. In the last ten years, the best wheat crop recorded in this country amounted to 9,945,989 tons. This was in 1899. Last year's crop amounted 8,455,016 tons, and this year's is expected to be materially less. The imports at Marseilles during 1900 amounted to 567,618 tons, of which the United States supplied only 10,543 tons. In normal years, it should be understood that the imports at this city consist almost exclusively of very hard macaroni wheats, received from Algeria, Tunis, and Russia. The fact that these wheats have not hitherto been grown in the United States has aroused a great deal of interest in our country, and both the consular officers and explorers of the Agricultural Department have been very active during the past year in securing information and seed, with the result of a fair prospect that at least 100,000 bushels of true macaroni wheat will be included in the American harvest of 1901. It is hoped that within a very few years, our exporters will be in a position to place in this market a fair proportion of the many millions of bushels annually required for the manufacture of semolina, which is produced in greater quantities in Marseilles than anywhere else in the world. The exportations from Marseilles of semolina alone amounted in 1900 to 37,001 tons,

and in 1897 to 64,603 tons. The sole reason for the apparent decrease in the volume of business is the inability of the manufacturers to get the proper kind of wheat. The demand for macaroni and the other products of semolina, which is distinguished from flour by its granulated appearance, has grown by leaps and bounds throughout Europe, and the manufacturers, finding great difficulty in securing the necessary hard wheat, have been obliged to use the so-called "Metadiné" wheats of France, which are half hard and are grown from hard seed. The exportations of edible pastes from Marseilles amounted to 4,914 tons in 1900, and the value of the macaroni and vermicelli exported to the United States during the year 1900 from France, Italy, Spain, and Austria was \$749,182.

COAL.

I am happy to report the continued and notable success of American coal in this market. The correspondence and reports preliminary to the actual sale of the American product in Marseilles constitute the most important work of this character undertaken at this consulate, and the large measure of success obtained is highly gratifying. Steadily increasing shipments are being made from American ports, and the probabilities are that the total receipts at Marseilles during the present year will exceed 200,000 tons.

The business may be said to have passed the experimental stage, and the discussion of terms and conditions is no longer necessary. In face of the very notable decline in freight rates from Cardiff, American coal has succeeded not only in holding its own, but in increasing in local importance, thus tending to disprove the idea that its sale could be undertaken only during the prevalence of abnormal conditions in Great Britain.

The only disquieting element in this commerce is the necessity of employing foreign shipping for the transportation of our product.

In this connection Consul Brunot, of St. Etienne, notes that the large iron interests of France have concluded, after investigation, that the superior quality of American coal compensates for increased cost of transportation, and it may be expected that our product will soon find a permanent market in that country.

Commercial Agent Griffin, of Limoges, reports:

The importation of United States mowers, reapers and binders, rakes, plows, harrows, drills—in fact, nearly all farm implements—is growing. This trade would be larger if our manufacturers studied the tastes and requirements of the French. For instance, grain and hay are cut differently in France and America; the stubble is much shorter and the hay of a finer quality. Again, oxen or cows are generally used on farms instead of mules and horses, and the gearing of the machines should be adapted to the slow pace of these animals.

The largest shoe manufactory in France is situated at Limoges, turning out \$2,000,000 annually. It is noteworthy that it is furnished entirely with American machinery. The apparatus exhibited at the Paris Exposition last year was purchased by this factory and is now being installed. This makes \$50,000 worth of American machinery added this year.

GERMANY.

Consul-General Mason writes from Berlin:

Although the year 1900 will be remembered as the one during which Germany passed the culminating point of a period of phenomenal development and entered upon a period of reaction and depression, the duration of which can not yet be foretold, no trace of decline was apparent in the foreign commerce of the year, which in respect to bulk and values of both exports and imports was the largest in the history of the Empire. The total values of German foreign trade during the eight years which ended with 1900 were:

Year.	Imports.	Exports.	Total.
1893.....	\$963,908,680	\$772,305,756	\$1,756,114,436
1894.....	1,019,956,854	736,352,246	1,746,309,100
1895.....	1,010,574,418	814,977,450	1,825,551,868
1896.....	1,088,480,624	874,377,408	1,962,758,032
1897.....	1,150,226,058	906,335,178	2,056,561,236
1898.....	1,308,680,224	952,415,548	2,261,095,772
1899.....	1,876,508,464	1,089,681,842	2,966,190,306
1900.....	1,438,234,000	1,181,214,000	2,619,448,000
Increase in 1900 over 1899.....	61,730,596	91,582,658	153,313,194

In respect to weight, the imports of 1900 amounted to 45,926,158 metric tons, an increase of 1,273,870 tons over those of 1899; while the exports reached a total of 32,682,409 tons, or 2,279,182 tons more than those of the year 1899.

As regards origin of imports, the United States again heads the list with a total, according to official German statistics, of 1,020,800,000 marks (\$242,950,400), or 16.9 per cent of the entire bulk of imports into Germany; while the exports of Germany to the United States amounted in value to 439,700,000 marks (\$104,648,600), or 9.8 per cent of the total German export of 1900, leaving a balance of 581,100,000 marks (\$138,301,800) in favor of the United States. It should be understood, however, that while the above export statistics are correct, the total values of imports cover the values of all American products landed on German soil, a large percentage of which simply pass through this country en route to Russia, Austria-Hungary, Switzerland, and Scandinavia. The amount of American merchandise landed at the free port of Hamburg destined for Russia is steadily increasing, and there is no means of ascertaining just how much of the \$242,950,400 worth of American merchandise that was landed in Germany during last year was really consumed in this country.

GEOGRAPHICAL DISTRIBUTION OF GERMANY'S FOREIGN TRADE.

The imports and exports of Germany during the year 1900 were distributed as follows:

Imports by countries in 1900.

Country.	Per cent.	Country.	Per cent.
United States.....	16.9	Costa Rica.....	0.1
Great Britain.....	13.9	Central America.....	.8
Russia.....	11.9	Norway.....	.8
Finland.....	.2	Free port Hamburg.....	.8
Austria-Hungary.....	12	British South Africa.....	.8
France.....	5.1	Portugal.....	.8
Algeria.....	.1	Japan.....	.8
Tunis.....	...	Uruguay.....	.2
Argentina.....	3.9	Mexico.....	.2
British East Indies.....	3.7	Cuba and Porto Rico.....	.2
Belgium.....	3.6	Ecuador.....	.2
Netherlands.....	3.6	Dominica.....	.1
Italy.....	3.1	Haiti.....	.1
Switzerland.....	2.8	Venezuela.....	.2
British Australia.....	2	British West Indies.....	.2
Brazil.....	1.9	Servia.....	.1
Sweden.....	1.7	Greece.....	.1
Chile.....	1.5	Bolivia.....	.1
Dutch Indies.....	1.4	Transvaal.....	.1
Spain.....	1.4	Peru.....	.1
Denmark.....	1.2	British West Africa.....	.6
Egypt.....	.7	Portuguese West Africa.....	.1
China.....	.6	All other countries.....	1.2
Roumania.....	.6		
Turkey.....	.8		
Guatemala.....	.4	Total.....	100

Exports.

Country.	Per cent.	Country.	Per cent.
Great Britain	19.2	Mexico	0.6
Austria-Hungary	10.7	Dutch East Indies .....	.6
United States	9.8	Roumania .....	.5
Netherlands	8.3	Portugal .....	.4
Russia	6.9	British North America .....	.4
Finland .....	.7	Egypt .....	.3
Switzerland	6.2	Dutch West Africa .....	.3
France	5.9	British South Africa .....	.3
Belgium	5.3	Uruguay .....	.3
Sweden	2.9	Cuba and Porto Rico .....	.3
Italy	2.7	Peru .....	.2
Denmark	2.6	Servia .....	.2
Norway	1.5	Greece .....	.1
Japan	1.5	Philippines .....	.1
British East Indies	1.4	Central America .....	.1
Free port Hamburg	1.5	Ecuador .....	.1
Argentina	1.4	Free port Bremen .....	.2
Spain	1.1	British West Africa .....	.2
China	1.1	Portuguese East Africa .....	.1
British Australia	1	All other countries .....	.9
Brazil	1		
Chile .....	.8		
Turkey .....	.7	Total	100

COMMANDING POSITION OF THE UNITED STATES IN GERMAN TRADE.

It thus appears that the United States not only retains its commanding lead as the country having by far the largest and most valuable direct export trade to Germany, but it has passed Russia and risen from fourth to third place among nations in respect to the bulk and value of imports from Germany. Taking the entire American continent, including the West India Islands, into the account, we find that the total imports from the Western Hemisphere to Germany rose from 904,000,000 marks (\$215,152,000) in 1891 to 1,598,000,000 marks (\$380,324,000) in 1900, of which 1,020,800,000 marks (\$242,950,400), or 64 per cent of the whole amount during the latter year, came from the United States.

The total exports from Germany to the Western Hemisphere rose from 528,000,000 marks (\$125,664,000) in 1891 to 698,000,000 marks (\$166,124,000) in 1900, of which the share of the United States rose from 353,000,000 marks (\$85,204,000) to 439,700,000 marks (\$104,648,600) during the same period. In other words, the United States takes more than 63 per cent of all German exports to the American continent.

THE TURN OF THE TIDE OF GERMAN PROSPERITY.

It is generally conceded that the climax, or high tide, of German prosperity was reached during the spring months of 1900. At that time, there were engaged in mines and manufactures 20,253,241 persons, or 89.12 per cent of the population; in agriculture, 18,501,307, or 85.74 per cent; in commerce, 5,966,846 persons, or 11.52 per cent; in the army and liberal professions, 2,835,014, or 5.48 per cent; domestic service, 886,807, or 1.71 per cent; unoccupied, 3,327,069, or 6.43 per cent. When it is remembered that industries and mining occupy only 27 per cent of the population of France and 24 per cent of that of the United States, it will be seen how far the rural agrarian German States of 1870 have been converted into an industrial nation under the Empire. As population increased and young men and women from the rural districts flocked in constantly increasing numbers from the farms to the cities and manufacturing towns, agriculture fell year by year further behind meeting the requirements of the people for food, so that, notwithstanding a good average harvest, the cereal imports of 1900 reached the following ominous figures in excess of exports:

	Tons.
Wheat	907,523
Rye	848,441
Oats	353,846
Barley	731,791
Wheat flour	222,283
Corn	1,382,908

Such was the situation when the clouds, which had been gathering for several months, burst and rapidly overspread the sky. During the summer, business became more and more stagnant and depressed, and the autumn failed to bring any sign of revival. Capitalists became timid and apprehensive; factories and industrial establishments of most kinds began to discharge employees and to shorten the working hours of those who were retained; industrial stocks declined in value out of all proportion to the falling off in business; and by the end of November, Germany was facing an economic crisis the extent and duration of which could be but dimly perceived.

Reams and volumes of philosophic essays, editorials, and memorial addresses have been written and printed to analyze, define, and explain the nature, causes, and probable duration of the disaster which overtook Germany at the beginning of the twentieth century. The reasons assigned are many and ingenious. They can only be imperfectly summarized in a report of this character.

Following the successful wars of 1866 and 1870 and the unification of the Empire, the political prestige and industrial progress of Germany, founded as they were on advanced technical knowledge and the abolition of previous local restrictions upon corporate and individual enterprise, developed rapidly.

The accumulation of capital was such that the rate of interest, which had stood at 5 to 7 per cent for generations, began to decline, so that the German States, led by Prussia, refunded their bonds at 4, 3½, and 3 per cent. These conversions fell heavily upon the well-to-do middle classes, who, disdaining the lower rates of interest, abandoned Government securities and invested their capital in private enterprises, which yielded a much higher percentage. The result was to place an enormous amount of money at the disposal of promoters. Vast manufacturing and commercial schemes were floated; the capital of banks and other corporations was largely increased; the metal, building, and electrical industries were stimulated to feverish development; speculation of all kinds became rampant; and Argentine, Chinese, and other foreign bonds poured into the German market and absorbed large sums of money which should have been kept at home. All these results are traced by a certain class of theorists to what they call the premature refunding of the various German State securities, at rates so low that they ceased to serve as an absorbent and balance wheel of the people's wealth.

However true or untrue this theory may be, the facts were that the mortgage banks and municipalities found difficulties in maintaining their securities at 3 and 4 per cent; trade, mining, and manufacture got into the hands of powerful syndicates, which were very effective so long as everything was prosperous and on the upgrade, but, as is now claimed, behaved badly by keeping up prices of coal, coke, and other staple necessities when the reaction had come and everyone needed cheap fuel and raw materials to enable them to weather the storm. Moreover, many of the selling syndicates maintained their home prices unchanged, while pouring their surplus products into foreign markets at whatever prices they could get. As a result of all this, there is a general complaint that despite dull times, low wages, and growing scarcity of employment, the cost of home-grown products and German-made goods has remained practically unchanged.

AMERICAN COMPETITION.

No study of the present situation in Germany can be more than superficial which fails to take account of two outside influences of momentous importance, viz, the overshadowing competition of the United States and the tariff legislation now impending in Germany. The experience of recent years has shown beyond hope of question that iron, steel, and a number of other leading products can be produced in the United States in practically unlimited quantities at prices with which Germany, despite her advantage of less costly labor, can never hope to compete. It is recognized by intelligent Germans that in future industrial and trade competitions, that fine composite product of American racial qualities, institutions, and methods, the workingman who thinks, will, in combination with our unequalled resources, turn the scale in favor of the United States. Every step of American progress and development is watched and studied with the keenest interest.

PROPOSED TARIFF REVISION.

As is well known, the draft of the proposed new statute, which was officially published on the 26th of July last,* roughly doubles the import duties on cereals,

* See Consular Reports No. 254; Advance Sheets No. 1133.

meats, and other food products, and, while generally favoring raw materials, increases the duties on practically all manufactured merchandise which is or can be produced in Germany. If enacted, it will not go into general effect until the beginning of 1904, for the reason that several of the commercial treaties, concluded between Germany and the other nations during the chancellorship of Count Caprivi, will not expire until the close of 1908. There is thus a period of two years during which the new tariff can be discussed and new treaties under it negotiated with other industrial nations.

The publication of the proposed measure with its radical advance of duties on food materials, coming as it did at a period of scant harvests and extreme industrial and commercial depression, has roused a storm of protest and opposition unparalleled in German political history, and an aggressive campaign has been organized by all opponents of the measure.

Whatever the result may be, there will remain recourse to a new series of commercial treaties, by which the conditions created by the revised tariff act may be adjusted and modified. One of the strong pleas which is urged in favor of high duties is that they will form a convenient basis for negotiations in the field of reciprocity. There is a party in Germany which, following the lead of Professor von Waltershausen, is opposed to the policy of binding Germany by any long-term treaty with a country in which economic conditions change so quickly and powerfully as in the United States.

But if indications can be trusted, the plain, common sense of the vast majority of the nonagricultural people favors a policy of intelligent reciprocity, friendly foreign relations, and commercial peace.

During the period from 1893 to 1900, the years in which the commercial treaties framed by Chancellor Caprivi practically governed the foreign trade of Germany, they saw the imports grow in value from 4,134,000,000 marks (\$983,892,000) to 6,043,000,000 marks (\$1,438,234,000), and the exports from 3,345,000,000 marks (\$796,110,000) to 4,752,600,000 marks (\$1,131,214,800) per annum. Those eight years were the golden age of German prosperity and progress, and the experience of this period has disposed a majority of the people to the policy of commercial treaties and a frank recognition of the interdependence of nations which has come with higher civilization and modern improvements in communication and transportation. Herr Moeller, the Prussian minister of commerce, who is understood to voice the opinions of the Government, openly concedes that the renewal of the treaties will be inevitable. The grumbings of dissent in the Russian press against the new German tariff as now proposed, and the open threat of a tariff war by Hungary if its enactment is persisted in, have produced a painful impression here, while recent Executive utterances in the United States favoring a broad, enlightened policy of reciprocal commerce have been welcomed as a timely keynote, to which the best statesmanship of Europe will gladly respond.

GERMANY'S FOREIGN COMMERCE IN 1901.

In a later report, Mr. Mason says:

The total bulk of German exports during 1901 was 32,363,495 metric tons, a decrease of 318,252 tons as compared with 1900, but 1,960,268 tons more than the exports of 1899. But the important fact is that, notwithstanding the low prices at which some German merchandise was supposed to have been sold for export last year, the total value was 4,759,407,000 marks (\$1,130,738,866), a net increase of 6,806,600 marks (\$1,524,866) over the exports of 1900, and 390,998,000 marks (\$98,057,524) over those of 1899. This means simply that the proportion of valuable articles exported last year had increased rather than diminished. The increase lay principally in four articles, viz, iron, machinery, hides and skins, and chemicals and colors. So that notwithstanding a depressed and anxious year at home, the values of exports surpassed all previous records and aided powerfully to sustain whatever vitality remained in German industries.

In respect to imports, the grand total of 44,304,857 tons marks a decline of 1,606,942 tons, as compared with those of 1900, and is 347,481 tons less than the imports of 1899. The imports of last year were valued at 5,967,017,000 marks (\$1,420,150,046), which was 75,975,000 marks (\$18,088,954) less than those of 1900, and 183,389,000 marks (\$43,646,082) more than the imports of 1899. The principal increase was in grain and other agricultural products. Wheat imports alone reached 2,184,400 tons, an increase of 840,336 tons over those of 1900, whereupon the Berlin Tageblatt remarks that, notwithstanding all agrarian promises and pretenses, the dependence of Germany upon imported breadstuffs was never so

absolute as now. The sharpest decline appears in the imports of coal, iron, and lumber, which show a falling off of 1,064,244 tons of coal, 582,445 tons of iron, and 545,974 tons of wood.

There has thus been a decline of \$20,608,820 in the excess of imports over exports, as compared with the returns for the previous year. How little this has to do with the prosperity of a country like Germany or Great Britain—manufacturing nations which import a large portion of their raw materials and food products—is here shown by the fact that Germany's highest adverse balance of trade was developed during 1898, 1899, and 1900, the three years when the trade activity of the country was at its zenith.

It is something, however, for Germany to look back over the past twelve months of depression and discouragement and reflect that while her imports have declined by \$18,088,954, her exports have increased by even so small a sum as \$1,524,866. Surely here is an object lesson to enforce the wisdom of building up, in years of abounding prosperity, a foreign trade which shall remain as a life-preserver during the succeeding period of reaction and languid demand in home markets.

GREECE.

The value of Greek imports in 1900, according to Consul McGinley, of Athens, was \$25,093,835, and of exports, \$19,708,400. For the first six months of 1901, imports amounted to \$12,099,900, and exports to \$6,429,500. There are no returns showing the trade by countries in 1900, but in 1899 the United States sent goods to the value of \$808,034 and took Greek exports amounting to \$1,187,067. These figures, however, show only the direct trade, and the consul notes that a large percentage of our imports reach Grecian markets through other countries and are credited to them. Our trade is sadly handicapped by the lack of direct transportation facilities. Freight that should reach Greece in from eighteen to twenty-five days now takes from thirty-five to sixty days. Greek importers say that they prefer our products, but the long and vexatious delays in the matter of transportation cause orders to be given to other countries.

Nevertheless, Mr. McGinley continues, our trade in Greece is increasing, and our products are finding their way to the remotest portions of the kingdom. Probably one-fourth or one-third of what are termed imports from Germany really consist of our goods imported by German merchants and reshipped to Greece. During the past year the United States led in supplying Greece with agricultural machinery, sewing machines, pumps, windmills, oil, cotton, codfish, railway coaches, ice-making machinery, typewriters, kodaks, and oatmeal.

We also contributed to the imports of iron beams, gas motors, railway material, wire, glassware, textiles, jewelry, etc.

Consul Jackson, of Patras, reports:

The progress of communication within Greece at present is marked, and promises in the near future to bring conveniences of travel to a level with those of any country in Europe. The Greek Electric Company, otherwise known as the Thompson-Houston Company, established in 1898, with a capital stock of 10,000,000 drachmas (\$1,250,000), of which 5,000,000 drachmas (\$625,000) is paid up, is now completing in Patras the first electric street railway in Greece, and, in fact, in the East. The same company operates the gas company of Patras, the electric-light plants of Athens and Piræus, and of four or more other cities, and is now negotiating with the Athens-Piræus Street Railway Company to supply motive power from a central electric station at Phalerum, near Athens. This proposed power station, if constructed, will be on a scale sufficiently large to supply power for manufacturing purposes, as well as for the lighting of Athens, Piræus, and Phalerum. It is also current rumor that the Franco-English company, already

organized to construct a broad-gauge railroad through the north of Greece to Athens, will soon begin operations. The completion of this road will connect Greece with the north of Europe by rail, and trains will be run from Paris to Athens direct, via Constantinople.

ITALY.

According to the *Movimento Commerciale d'Italia*, the commerce of Italy in the year 1900 was distributed by countries as follows:

Country.	Imports.	Exports.
Great Britain	\$68,242,417	\$29,708,297
United States	45,678,868	23,452,323
Germany	39,251,411	42,793,074
Austria-Hungary	36,938,849	27,858,962
France	32,298,901	32,562,188
Russia	25,153,623	1,782,548
British possessions in Asia	11,831,839	5,063,500
Switzerland	11,080,323	39,923,594
China	9,584,578	838,362
Belgium	6,749,596	4,360,449
Argentine Republic	6,630,322	13,172,057
Roumania	6,241,206	338,589
Spain	5,320,071	2,806,220
Turkey	5,067,372	3,568,948
Egypt	2,095,401	5,619,388

The imports totaled \$237,952,000 and the exports \$258,300,000.

Consul-General De Castro, of Rome, says:

Italy presents a good field for the development of American importations. At present, the bulk is drawn from Germany, Austria, France, and Great Britain. America sends petroleum, tobacco, grain, cotton, some coal, agricultural implements, etc., but many more manufactured products could find a market in this country, it being generally recognized that our articles are superior in quality to those manufactured elsewhere.

The importations into Italy reach the sum of \$300,000,000 per year. A good share of this should go to America. In coal alone, our trade could be enormous, it having been discovered that America produces as good if not better qualities of coal than England. The only obstacle to the development of our coal trade is the lack of ships in America and of terminal facilities on this side, but these difficulties could soon be overcome by American enterprise. The importation of steel and iron, machinery, tools and hardware, household goods, rubber and leather goods, paper, stationery, etc., might also, with a little effort on the part of our exporters, be considerably increased. In this connection, I might suggest to our exporters the creation, in Milan, for instance, the largest industrial and commercial center of Italy, of an agency, established on the same lines, if on a more limited scale, as the Commercial Museum at Philadelphia. I am convinced that such an institution would accomplish the best results and in a much shorter time than any other method.

There is not in this country, as in America, a class of wholesale dealers; business is divided among many retailers. European manufacturers have agents in foreign cities. These agents take their orders from the smaller concerns and transmit them to their respective principals. They distribute the goods and make collections. The manufacturers save time and money, having but one correspondent to look after their interests and the minor details of the business.

Trade conditions in Italy have greatly improved in the last ten years, and the economic and financial situation of the country is sounder to-day than since its political union. The following table will show the increase of foreign trade since 1896.

The importations were:

1896	\$229,757,424
1897	231,653,069
1898	273,438,375
1899	291,833,541
1900	329,543,653
1901 (to October 31)	297,938,221

Another sign of the present financial prosperity of Italy is the fact that while in 1894, the loss of exchange was 10 per cent, it is now only 2 per cent, with a tendency to decrease still further.

What is true of the commerce of Italy, is also true of her industries.

An official statement estimates at \$80,000,000 the capital invested in the last five years for the development of industries and the creation of new ones. Italy also receives annually from \$85,000,000 to \$90,000,000 from tourists visiting the country, and from Italian residents and emigrants abroad. This helps to explain how the country has been able to recover from the terrible crisis of 1894. It may be predicted that in a few years, exchange will be at par and affairs will be financially as sound as could be desired.

Vice-Consul Smith, of Milan, says that trade conditions are improving; the long strikes, that have covered almost every branch of industry in Italy, are drawing to a natural end, and a more prosperous period is anticipated. The money market is in a better condition than it has been for years. Mr. Smith urges American exporters to adapt their goods and commercial customs to the requirements of the country. He thinks that the lack of increase in our trade in Italy is largely due to the methods of our exporters.

Consul Johnson, of Venice, says that imports from the United States are larger each year; exports to our country are also constantly increasing. Coal, which was an important item of import last year, has fallen off on account of the high freight rates, controlled by the British shipowners. American inventions have an established reputation for ingenuity and durability, and bicycles, stoves, hardware, etc., are easily introduced.

Consul Caughy, of Messina, notes that the green-fruit trade of Sicily is suffering, because of the competition of the California product.

NETHERLANDS.

Official returns give the value of imports in 1900 at \$791,071,700, and the exports at \$381,491,100. Imports from the United States were valued at \$95,000,000, and exports thereto at \$25,969,200.

Consul Listoe, of Rotterdam, says that the year 1900 was a prosperous one for the Netherlands, and Dutch manufacturers held their ground in spite of the increased cost of the imported raw material and fuel. American staves are in demand. Some shoe stores have started to handle our footwear, and one shop makes a specialty of them. The American show rooms established in Rotterdam have proved a decided success. Manufactures of metal, stone, glass, and wood are permanently exhibited.

Consul Hill, of Amsterdam, says:

The magnitude of the Netherlands exchanges is not appreciated generally beyond the narrow borders of the land itself. Her exports and imports amount to about \$1,400,000,000 annually, or three-quarters of those of the United States, reaching nearly the volume of those of France, and falling short of those of Germany by only three or four hundred millions of dollars. These figures are exclusive of the imports and exports of the Dutch East Indies, much of which passes through Amsterdam and Rotterdam.

The Netherlands are, according to the latest Treasury figures, our third customer in Europe, taking more of our merchandise last year than France. The largest item is wheat and wheat flour, which net nearly \$12,000,000, \$5,000,000 being flour, of which we shipped last year to Dutch ports 1,300,000 barrels. This great and flourishing trade is threatened by a proposed tariff tax of 10 per cent; the product now enters duty free. The imposition of such a customs rate would be disastrous to this trade, which has been built up at infinite pains through three or four decades. Another large item is copper, which is received in transit for the German electrical works at Berlin and elsewhere. We sell to Holland more than twice as much as to all the countries south of the Rio Grande, and our exports hither have risen in ten years from \$15,000,000 to \$95,000,000.

PORTUGAL.

A British foreign office report (No. 2635, Annual Series) has the following:

The total value of foreign importations into Portugal during the year 1900 amounted to \$82,243,850, while the total value of produce exported from Portugal amounted to \$51,098,250. Notwithstanding the notable excess in the value of the importations over the exportations, the commercial stability of Portugal has improved, and its foreign and home trade has increased in volume and value, thanks to the large income the country is now deriving from the valuable production of its West African colonies. Portugal proper derives its principal source of wealth from its agricultural industries, of which the leading is the cultivation of the vine and the production of its world-famed port wine. Portugal is rich in mineral ore, especially iron, but the mining industries are in a very backward state, only a few mines being worked. The competition in trade is keen. During the last twelve months, about 200 German commercial travelers visited Lisbon, as against about 30 to the credit of the United Kingdom, with the result that German trade is making rapid advances in Portugal. German manufacturers also publish their catalogues in the language of the country where the catalogue is to circulate. Foreign tradesmen seldom understand any other language but their own. The United Kingdom has hitherto monopolized the coal trade of Portugal, but during the last year, several cargoes of American coal were imported, and this probably means competition in future. German and American manufacturers are making strenuous efforts to introduce their hardware, machinery, and agricultural implements. In woolen, linen, and cotton goods, British manufacturers maintain a strong hold on the Portuguese market, but the Germans, French, and Belgians are beginning to introduce these articles with considerable success. Although there is not much room for the expansion of trade beyond the present limit, or for the development of new commercial enterprises on a large scale in Portugal proper, yet it should be remembered that the vast Portuguese colonies of the east and west coasts of Africa are future emporiums of wealth to the merchant and to the investor.

ROUMANIA.

The *Nachrichten für Handel und Industrie*, Berlin, October 14, 1901, quotes from the *Commercial Exterior al Romaniei* the following statistics regarding the foreign trade of Roumania:

The imports of Roumania for the year 1900 show a retrograde movement, being figured at \$41,878,274, compared with \$64,320,712 in 1899. The export trade increased from \$28,780,094 in 1899 to \$53,040,088 in 1900. The following table gives the share of the principal countries in this trade:

Countries.	Imports from.		Exports to.	
	1899.	1900.	1899.	1900.
Austria-Hungary	\$18,464,096	\$13,374,128	\$7,419,662	\$8,645,075
Germany	17,581,325	10,743,345	1,868,310	3,704,635
Great Britain	11,588,108	6,011,950	2,099,817	3,255,682
France	4,277,445	3,113,669	1,080,968	1,481,661
Turkey	2,568,330	2,109,683	2,621,905	2,858,425
Italy	3,176,301	1,889,205	2,174,145	3,139,917
Belgium	2,027,079	1,345,982	8,514,002	27,125,378
Russia	1,397,549	1,109,171	1,137,735	1,009,776
Netherlands	892,432	608,396	841,287	1,753,984
Switzerland	710,319	518,012	2,128	251,479
Bulgaria	785,310	507,783	623,860	684,571
Greece	382,912	236,425	108,588	36,477

The decline in the import trade was distributed as follows:

Articles.	1899.	1900.
Textiles.....	\$26,280,548	\$14,274,987
Metals and metal goods.....	14,738,894	10,280,270
Colonial goods and tropical fruits.....	8,088,845	2,751,656
Chemicals, raw and manufactured.....	2,195,780	2,020,377
Cereals and farinaceous foods.....	1,812,060	1,865,988
Hides and skins and manufactures of.....	2,200,221	1,234,356
Oil, fats, and wax.....	1,234,630	1,081,890
Food of animal origin.....	329,324	898,415
Combustibles.....	1,743,705	894,895
Paper and pulp.....	1,271,359	884,511

AMERICAN MACHINES IN ROUMANIA.

A recently published report of the German consul in Bucharest, says Deputy Consul-General Hanauer, of Frankfort, gives information as to Roumania's importation of machines and the condition of that market. He notes that, during the past year, the import of American harrows increased, and attributes this to their price, which is 15 to 20 per cent lower than the German article. He also says:

In agricultural machines, the United States and Austro-Hungarian makers are the chief competitors of Germany. American firms having agencies are increasing their sales in Roumanian markets. They are meeting the wishes of the buyers in credit terms and in peculiarities of style and construction, and are forcing the Austrian agencies to do likewise.

The consul urges German exporters to make efforts to retain their share of this trade.

RUSSIA.

Imports in 1900, says Consul-General Holloway, of St. Petersburg, were valued at \$294,805,440, and exports at \$354,504,280. The imports from the United States amounted to \$21,661,515 (direct trade), and the exports to our country to \$1,790,280. The following shows the chief articles in this commerce:

	Value.		Value.
EXPORTS.		IMPORTS—continued.	
Sweet root.....	\$278,615	Furs.....	\$119,055
Flax.....	100,425	Timber.....	107,120
Sheep hides.....	241,585	Coal.....	85,020
Leather, undressed.....	198,835	White resin.....	272,950
Wool, unspun.....	221,580	Mineral oils.....	49,440
Manganese.....	489,250	Tannin.....	205,485
Different wares.....	71,565	Dyewood.....	265,740
IMPORTS.		Copper.....	342,475
Maize.....	898,740	Iron and steel wares.....	42,230
Lard.....	157,075	Machines and apparatus of, pig iron, iron, and steel.....	229,690
Paraffin.....	85,555	Parts of machines.....	74,160
Leather, undressed.....	72,100	Cotton, raw.....	18,418,810

In the first nine months of 1901, imports amounted to \$205,356,600 and exports to \$272,048,200. Imports from the United States decreased nearly \$4,000,000, as compared with the same period of 1900.

Consul-General Holloway says that the country has been suffering from business depression for several years. The failure of the crops last year is attributed not only to the continued drought, but to impoverishment of the soil, want of intelligence on the part of the farming

class, and scarcity of improved agricultural implements. The existing depression is caused by the crop failure, speculation, investment of capital in manufacturing industries where it is tied up, the Chinese war, and the large expenditures in building the Trans-Siberian Railroad and its extension through Manchuria. These roads are certain to become valuable property in the near future, but on account of light rails and equipment, the Siberian road can not handle the traffic, and it will require not only its earnings but a large amount of additional capital to make it a first-class road. The Chinese Eastern is in all essentials an American railroad. The consul-general continues:

There are a number of prominent banks that have branches in all the leading countries of the world except the United States, and it is believed that there is no one thing which would contribute so much to facilitate our trade with Russia as the establishment of a strong bank at St. Petersburg and Moscow, with branches in New York and San Francisco.

The slow development of manufacturing industries in Russia is largely due to scarcity of money, want of education among the working classes, and lack of skilled labor. The articles made are usually of the rudest description. It has been found difficult to induce American experts to remain any length of time in Russia for the purpose of instructing workmen; they soon become dissatisfied and return home. The Government is manufacturing all the locomotives and cars needed in European Russia, as well as air brakes, but it will be many years before Russia will be able to produce iron and steel sufficient to supply its own rails. The demand for iron and steel has ever exceeded the output.

Russians manufacture a large per cent of their own furniture, vehicles, and articles made from wood. The only agricultural implement they make is plows, but German plows are common in European Russia, while American plows are generally used in Siberia, entering that country from across the Pacific.

The Westinghouse Air Brake Company is enlarging its plant to make electric light apparatus.

The Singer Sewing Machine Company, which has long enjoyed an extensive business in Russia, has just completed a large plant at Moscow, employing several hundred workmen.

Of all European countries, Russia offers the most inviting market for American manufacturers, but orders can not be obtained by simply mailing catalogues and other advertising matter printed in English, which few Russian merchants can read. The country must be worked by the methods employed by makers of American agricultural machinery, which have resulted in their practically controlling the Russian market for almost everything in their line. Catalogues printed in Russian must be submitted to the committee of foreign censorship before they are admitted into the country; but the best way to meet the strong competition from Germany, England, Belgium, and France is to work the field with intelligent men, well supplied with samples, who can familiarize themselves with business methods and learn the financial standing of the men with whom they propose to deal.

The Germans have been especially active since the retaliatory duty* was placed on certain articles of American manufacture, and have obtained many orders that otherwise would have gone to America. As a rule, Russians prefer American goods and machinery, which command better prices than similar goods made in any other portion of the world. The fact that a man is a citizen of the United States or has American goods for sale insures him an audience. The most aggressive of our competitors is Germany, which enjoys a large proportion of Russia's trade, except in fine machinery and agricultural implements, typewriters, sewing machines, and bicycles. Germany is Russia's neighbor, and many of the business men of Russia are German or German-speaking people, and naturally prefer to trade with their own countrymen.

BUDGET OF THE EMPIRE FOR 1902.

The Bureau of Foreign Commerce is indebted to Mr. Routkowski, financial agent of Russia at Washington, for a copy of the report of the minister of finance, Mr. Witte, to the Emperor of Russia on

the budget of the Empire for 1902. The report, in English, was printed at the Imperial Academy of Science at St. Petersburg and gives an interesting review not only of the finances but of industrial conditions in Russia. After giving details of estimated receipts and expenditures, Mr. Witte says:

FINANCIAL.

Altogether, notwithstanding the greatest caution in calculations, the increase during the last ten years in the railway property of the State and in recoverable debts alone amounts to the colossal sum of 2,251,900,000 rubles (\$1,159,728,500), i. e., to 95 per cent. This increase of property is more than double the increase of the national debt for the same period. It is necessary to remark that the above calculations should be subjected to two very essential corrections, after which the situation will prove still more favorable. First of all, during the last ten years the average rate of interest on Government loans has fallen; at January 1, 1892, it reached 4.19 per cent, after deducting the 5 per cent tax on certain loans, while at January 1, 1902, it will be reduced to 3.86 per cent. Secondly, the financial results of railway management in Russia have improved considerably; in 1892 the net earnings of the railways, according to the railway report for that year of the audit ministry, proved insufficient to cover all the obligatory payments on railways, and a sum of over 40,000,000 rubles (\$20,800,000) was required from the treasury to make good the deficit. In 1900, the State made a small net profit on its share of all the railways, even taking into account the loss on the Siberian lines.

The figures given above lead to the following conclusions as to the results attained by our finances in the course of the last ten years. During this time, after all the rapidly increasing ordinary expenditure had been covered by the resources of the treasury, the same resources had to bear the expenditure of a sum almost double the increase of the national debt for the same period, employed solely for one purpose, viz, the construction and expropriation of railways. Apart from its great political and economic importance, this expenditure was likewise profitable from a financial point of view, as the new earnings of the railways covered the interest and amortization of capital, whether that borrowed at various times for the construction and improvement of railways or that taken for the same purpose from the excess of ordinary revenue over expenditure. The same period has witnessed a considerable increase in the revenue from State property, principally from forests. As a consequence, not only has State property grown in value (which is, however, of no special importance in regard to the obligations of the treasury, as Russia does not require to give special security), but the burden of the national debt annuities, borne by other sources of revenue, such as taxes, has been lightened.

For the last three years, in the reports on the budget of the Empire, the unfavorable state of the international money market has been noticed. The principal causes of this embarrassment were pointed out in the budget for 1900. In this respect, no perceptible change for the better has taken place during the current year. The increased outlay incurred at the end of the nineteenth century for industrial purposes has been considerably reduced, so that last year may well be called a year of stagnation in most countries. There are as yet no signs of the balance between the demand and supply of capital having been attained. On the contrary, in another sphere of economy closely connected with the money market, i. e., the exchange of commodities, serious embarrassment is experienced in some of its branches. From a political point of view, the termination of the disturbances in China may have allayed the excitement in business spheres, but the unfavorable effects of these events still continued to be felt even in 1901, especially in Russia, China's neighbor. On the other hand, the military operations in South Africa continue to embarrass the international money market by the great amount of expenditure incurred and the decrease in the output of gold from the Transvaal mines.

Thus, during the current year likewise, the Russian market has felt the unfavorable influence of the stringency in the foreign money markets, this influence being the more oppressive as it has been operating successively for the last few years.

CROPS.

Unfortunately, of late years there has likewise been a succession of poor harvests of cereals, one of the worst being that of 1901. From the data of the cen-

tral statistical committee, the aggregate yield of all cereals in 42 provinces and territories* was below the average; in 11 provinces the harvest was close to the average, and was above it only in 19 provinces, principally the southwestern, southern, and northern.

The immediate bad effects of the failure of the crops on the population suffering from it will to a certain extent be alleviated by the lavish assistance rendered to the needy by Your Majesty's orders. The timely advance of money and seed, and likewise the organization of relief works, will prevent an economic misfortune from becoming a national calamity.

But however great may be the assistance rendered by the treasury to the needy population, the failure of the crops is nevertheless an event that has an exceedingly bad effect on the economic situation of the whole country, including the home market. According to the calculations of the central statistical committee, the yield of cereals in 1901 amounted to 3,050,000,000 poods (4,939,349 tons), i. e., 236,000,000 poods (388,739 tons) below the average harvests for the preceding five years' period, which were far from being favorable. On turning this deficit of harvest into money, at the low rate of an average of 50 kopecks (25.7 cents) per pood (36.112 pounds), it will be seen that the purchasing capacity of the agricultural population in the season of 1901-2 has fallen more than 100,000,000 rubles (\$51,500,000), while in comparison with the years of good harvest (with a yield of over 3,500,000,000 poods, or 5,691,056 tons) the decrease is 250,000,000 rubles (\$128,750,000). In an approximative calculation like this, it will hardly be an exaggeration to estimate the general deficit of the population in consequence of the last five years' bad harvests of cereals at 1,000,000,000 rubles (\$515,000,000). At the same time, this calculation shows what animation may be produced in the economic situation of the country and in the home market by the first abundant harvest.

A succession of bad harvests of cereals, in conjunction with the embarrassed state of the money market, could not but react strongly and unfavorably on the economic situation of Russia as a whole, her finances included. Therefore, special attention is due to the foregoing data of the satisfactory estimates for 1902 and of the favorable fulfillment of the budget for 1901.

The attainment of such results during a period of embarrassment is a clearer and more conclusive proof of Russia's financial stability than the most brilliant success during a time of universal prosperity.

CURRENCY.

With reference to the currency, the report says:

It is seen that, as heretofore, the currency is firm; that each ruble of paper issued is covered by nearly $1\frac{1}{4}$ rubles of gold, and that the general stock of gold in the country has increased somewhat during 1901. This is partly owing to the loans issued in the course of the year; but on the other hand, one can not help remarking that during this time, under the influence of the continued withdrawal of foreign capital placed in Russia for short terms, this form of our foreign indebtedness has decreased considerably, and that our great expenditure abroad in 1901 is not likely to be repeated.

Thus, our finances and currency have stood the ordeal of hard times. The embarrassment of the money market and the failure of the crops have had an incomparably greater effect on certain branches of industry.

INDUSTRY.

During the last decade, industry made rapid and steady progress. This was caused by a consistent course of protectionism and by the increased demand on the part of the population and the Government. The abundance of money at home and the influx of foreign capital facilitated the foundation of new enterprises. Industry availed itself largely of this combination of such favorable circumstances in order to organize and develop its undertakings. The number of factories and works was greatly increased, new branches of industry sprang up, while existing enterprises extended their operations. In the eight years' period of 1892-1900, the output of pig iron and coal increased two and a half times, that of petroleum to twice the amount, the production of steel and iron increased at the

* Principally those along the river Volga and the Ural Mountains, the Siberian and some of the central industrial, the central black-soil and Vistula provinces.

same rate, while cotton goods rose one and a half times. But this regular growth of production, which inevitably led to a gradual fall in the prices of commodities in consequence of the development of competition, was accompanied by violent speculation, in spite of the repeated warnings of the ministry of finance that the consequence of such a course would be very lamentable.

In some branches of industry, the calculations of the further increase in the demand greatly exceeded the actual growth of requirements. In separate undertakings, there were cases of irregularities permitted in their foundation and of unbusinesslike ways of conducting affairs, sometimes even abuses. Ill-conceived, weakly organized, or badly managed enterprises in the natural course of affairs had gradually to succumb. The stringency in the money market hastened and intensified this process, and the embarrassments of the weaker undertakings could not but affect the position of those possessing more strength and vitality. Instead of being reduced gradually, prices fell rapidly and abruptly. The sharp change in prices and the embarrassments of certain undertakings have reacted most unfavorably on the pecuniary position of many private persons. These embarrassments likewise produce a sinister effect on the national economy, principally owing to their abruptness. But such an effect is merely temporary, while in its essence the lowering of prices on manufactures is advantageous to the mass of the population, and serves as a guaranty of the further development of the country's productive forces.

Industrial undertakings will gradually adapt themselves to the lower prices, and with the increased demand for cheaper articles industries will again flourish. Our policy of protectionism was intended to cheapen manufactures, and it would therefore be inconsistent with such policy to take any general measures for artificially raising the prices of the production of such industries as are now suffering from temporary embarrassment. These embarrassments, however great they may be in the case of individual undertakings, can not be regarded as indicating any danger to Russian industry as a whole, or even to those of its branches that are experiencing the greatest embarrassment. The demand in Russia for articles of the producing and manufacturing industries is increasing and will continue to do so. The surplus production is not at all so great as to glut the market for any length of time. It is very probable that the present interruption in the late rapid development of our industries will continue for some time and that individual industries will reduce their production.

There is no doubt, however, that such a stoppage will not affect the general industrial progress made by Russia of late years, and after a certain interval there will most likely be a new period of industrial animation.

In passing on from the consideration of one branch of national economy to an estimate of the general situation in the country, the minister of finance feels bound to remark that the foregoing data of the very satisfactory fulfillment of the budget for 1901 and for the preceding ten years, notwithstanding the rapid growth of expenditure, show that the general prosperity of the country as a whole has not undergone any change for the worse. In the reports on the budget in previous years, it has more than once been pointed out that there is always a certain interdependence between the finances and the national prosperity of a state, and that the former can not flourish while the latter is declining.

This proposition, which is proved by the financial history of civilized countries, is of special importance when applied to the finances and national economy of Russia. Our budget is based principally on a system of indirect taxation, and moreover, unlike that of many other states, one that does not fall on actual necessities of life, such as bread, salt, etc. In consequence of this, the population is to a certain extent able to adjust its consumption of taxable articles to the degree of its prosperity. On the other hand, this prosperity is not great enough in Russia to enable the greater part of the population, during a time of depression, not only to increase its consumption of taxed commodities, but to keep it at a level for a more or less considerable period, by means of expending its savings. These peculiarities must necessarily make our budget a very sensitive indicator of the national prosperity of Russia. And since, for a long series of years, our State revenue has been constantly increasing, it necessarily follows that for the same time there has been a continual increase in our national prosperity. The other considerable source of our imperial revenue—the receipts from enterprises belonging to the State—likewise shows that the use of these enterprises by the population is steadily increasing, which would not be the case if the population were on its way to ruin.

The fact that, for the last decade, the population has succeeded to a certain degree in improving its mode of life, may be proved by the data of the increased per head consumption of certain commodities. It would hardly be fair, however,

to take for comparison the data for 1892, as that year was of itself not fully satisfactory from the economic point of view, and followed, moreover, upon the famine year of 1891, which undoubtedly tended to a decrease of consumption. A truer idea of the growth of consumption may be obtained by a comparison of the data for 1893, a year of plenty, with those of 1900, which was not very favorable. For this period of time, the per head consumption, expressed in Russian pounds, shows the following increase: Tea, from 0.73 to 0.94; sugar, 8.28 to 11.20; cotton goods, 3.52 to 4.32; petroleum, 10.6 to 13.4; steel and iron, 25.2 to 39.6, etc. It is worth noting that of all the articles of universal consumption only one shows no increase, viz, spirits, the consumption of which, during the whole decade, fluctuated near an average of one-half vedro* of 40° spirits per head of the population. All this, taken together, gives us the right to believe that the general economic situation of the country is gradually improving.

Nowhere, however, does the growth of production and the accumulation of wealth go on evenly. Every new step in economic development generally shifts the balance of distribution, transfers wealth from one economic group to another, and, while raising the general level of national prosperity as a whole, acts unfavorably on the welfare of certain portions of the population by decreasing their wealth or leaving it at the old level at a time when there is a general increase of prosperity.

Together with the growth of general prosperity in Russia, referred to above, there is to be noticed a powerful and deep-reaching process of the redistribution of wealth which is unfavorably affecting the condition both of individual groups of the population and likewise of whole districts. The process has been intensified by the rapidity of the change from a state of agriculture and barter to one of industry and agriculture with a monetary system. In certain localities, the situation is further complicated by failures of the crops, and of course one should not ignore the unfavorable economic phenomena observable under such circumstances in some places. These phenomena should be studied attentively. The embarrassed economic groups of the population have been and will be supported as far as possible, but it would be a great mistake to attribute the misfortunes of individual districts to the whole of Russia and to see in the economic embarrassments of a portion of the population or of separate social bodies anything that threatens the whole of Russia.

RAILWAYS.

With reference to railway development, the report says:

The year 1901 has witnessed the junction of the East China and the Trans-Baikal railway lines, and thus the construction of a through line across the whole of Asia may be considered as accomplished in the rough. The completion of the short Circum-Baikal Line and the final work on other sections will not require the great expenditure hitherto incurred annually on this undertaking. The construction of new railways will therefore be possible. Your Majesty has already authorized the construction of three lines, the Northern, the Bologé-Sedletz, and the Orenburg-Tashkend. The first two will be over 1,000 versts (663 miles) each, while the third will extend over nearly 2,000 versts (1,326 miles). In order to give some idea of their aggregate length, they may be said to be double the distance from St. Petersburg to Paris. The construction of such a great length of line will be a new great stride in the rapid development of our railway net within the last decade. It is sufficient to say that in this comparatively short space of time, the length of railway lines has nearly doubled. At the beginning of 1892, the length of the railway net was 31,377 versts (20,803 miles), including lines in course of construction, while at the beginning of 1901, the length exceeded 60,000 versts (39,780 miles), including the East China Line—2,396 versts or 1,599 miles. The increase in the rolling stock has been proportionately great. Since 1892, the number of engines has been increased by 6,660 (93 per cent), that of passenger cars by 9,446 (119 per cent), and goods cars by 176,402 (118 per cent).

These figures, in conjunction with the proposed further extension of the railway net, may give rise to the question whether this rapid development of railways is justified by the requirements of the State, and whether it is not merely the result of being carried away by a one-sided view of the matter.

Even setting aside the strategic importance of the railway net, it must be acknowledged that economic considerations would alone be a sufficient motive for its further extension. In the first place, this is required by the part we take in

* One-half vedro of 40° spirits = 0.95 British proof gallons.

international trade. If we would carry on our trade on the same footing as other civilized nations, we must bring our ways of communication to the same degree of perfection that has been attained in other countries; otherwise we shall always be buying too dear and selling too cheap. Now, in spite of the rapid development of our railway net, in this respect we have been greatly outstripped. While in Russia there are only 415 versts (275 miles) of railways per million inhabitants, Austria-Hungary has 716 versts (475 miles); Great Britain, 796 versts (528 miles); Germany, 848 versts (562 miles); France, 1,033 versts (685 miles), and the United States 3,622 versts (2,401 miles). In Russia (i. e., European Russia, Poland, Finland, and the Caucasus), for every 1,000 square versts (439.5 square miles), there are only 9.27 versts (6.1 miles) of railways, while for the same area the United States possess 35.3 versts (23.4 miles); Austria-Hungary, 55.7 versts (36.9 miles); France, 84.4 versts (55.9 miles); Germany, 100.5 versts (66.6 miles), and Great Britain, 118.7 versts (78 miles).

There is no doubt that the success of the United States in the international market, and particularly in the grain trade, is to a great extent due to the fact of that country, though nearly two and one-half times less in area than the Russian Empire, having 195,000 miles of railway, i. e., five times the length of the Russian railway net.

The foregoing figures will appear still more unfavorable to Russia when it is borne in mind that the countries of western Europe and North America have, moreover, a much greater abundance of other ways of communication, such as roads, seas, rivers, and canals. Now, owing to certain conditions of our soil and climate, at times it is very difficult to use our roads, while our sea front, notwithstanding its actual great extent, is very disproportionate to the area of land when compared with western States, and besides that, our northern waters are very unfavorable for navigation. Finally, our rivers, lakes, and canals are icebound for a considerable part of the year. All this, from the above-mentioned point of view, increases the economic importance of railways in Russia.

But this importance is not confined to the advantages presented by railways to home and foreign trade. It is a well-known fact that railways are in themselves a powerful productive agent; they act as a stimulus and awaken the districts traversed by them to industrial activity; they attract labor to the natural wealth of the region, open new and abundant sources of national prosperity, and increase the revenue of the State. There is no doubt that the development of our industries is essentially due to the rapid extension of the railway net. But, on the other hand, railway construction would have been greatly retarded had not a considerable part of the necessary material been supplied by home production. The above-mentioned figures in regard to the growth of the railway net show what large sums of money would have been expended abroad, had foreign labor and material been necessary in constructing our railways. There can be no doubt that, under such circumstances, many of the lines would have had to remain unbuilt.

Besides the economic advantages presented by railways, their educational effect on the population must not be forgotten. In every way, the influence of railways is felt far more in Russia than in the States of western Europe, as Russia extends over a much larger area and her natural wealth is in many cases as yet untouched.

On these grounds, the minister of finance considers the further development of our railway net a matter of the first importance, but he is of the opinion, however, that in this case likewise the fundamental economic rule should be invariably observed, viz, expenditure should be in strict accordance with the means of providing for it.

For the last ten years, during which our railway net has doubled in length, we have not swerved from this rule. The means for satisfying one of the most important economic wants have been taken, as is seen from the above data, only in part from loans, while at the same time the expenditure on railway construction has to a considerable extent been covered by the surplus of ordinary revenue over ordinary expenditure, and moreover for a sum large enough to cover freely the cost of the whole Siberian Railway, including the East China and Perm-Kotlas lines.

The minister of finance concludes:

All the foregoing considerations lead to the conclusion that our finances, invariably preserving the balance of the budget, are in a perfectly satisfactory condition; that the currency is in good order, and the development of railways is being successfully carried on. Although of late years the economic life of the country has been complicated by such temporary phenomena as failures of the crops, stringency

in the money market, and embarrassments in certain branches of industry, the prosperity of the country as a whole shows no signs of declining.

In the first report presented by me to the late Emperor Alexander III, that on the budget for 1893, I expressed my firm belief in the productive forces of Russia, in their further development and increase. The experience of the following years has justified this belief, and now, in presenting my tenth report on the budget of the Empire, I am more firmly than ever convinced of the continued and rapid growth of our country under the protection of Your Majesty's unalterable love of peace and directed by your imperial care.

SERVIA.

The *Nachrichten für Handel und Industrie*, of Berlin, quotes from the *Revue d'Orient* that the imports into Serbia for the year 1900 were valued at \$10,428,973, an excess of \$1,468,253 over the preceding year. The exports for 1900 were figured at \$12,838,738, being \$150,071 more than in the year 1899.

Trade and Industry, of London, says that the gross value of British yarns purchased by Serbia during 1899 was estimated at \$545,676, as against \$315,637 in 1898. During the first nine months of 1900, the importation of cotton yarns amounted to \$315,164, as against \$552,474 during the corresponding period of 1899; and the importation of cotton piece goods of all kinds was valued at \$523,854, a decrease as compared with the corresponding months of 1899 of \$128,768.

Consul Listoe, of Rotterdam, writes as follows:

The European press has been calling attention to the recent industrial activity of the Balkan Peninsula, and particularly to the efforts which the Kingdoms of Roumania and Serbia are making to induce capitalists to establish manufactories of various kinds in these countries. The governments of these countries are holding out substantial inducements to parties who will start industrial enterprises.

In Serbia, a German syndicate has been granted a concession to erect a celluloid factory in the city of Raschka, on the Turkish frontier, and operate it for twenty years. The syndicate is under obligation to invest at least 3,000,000 francs (\$579,000) in the enterprise, but is then exempt from all taxation and has the right to import raw stuffs for the factory free of duty. This syndicate is likewise granted the right to erect steam sawmills and to cut timber on the Crown lands, with the restriction, however, that only trees measuring at least 30 centimeters (11.8 inches) in diameter must be cut down, and that none of the lumber sawed shall be sold in Servian territory.

The Government is very anxious to see one or more paper mills started in the country. Timber from which wood pulp can be produced is said to be plentiful in Serbia, and all other raw stuffs necessary for the manufacture of paper can be imported free of duty.

Manufactures of other descriptions are also said to be needed, and, on the whole, it might be worth while for enterprising Americans to look up the industrial and commercial situation on the Balkan Peninsula.

SPAIN.

The trade in 1900 was divided as follows: Imports, \$137,983,400; exports, \$115,818,900.

Consul Ridgely, of Malaga, says that though the imports from the United States at that port consist largely of cotton and staves, 90 tons of steel rails, 124 tons of iron bars for window grating, banisters, etc., 29 tons of agricultural machinery, and 38 tons of other machinery figured in the imports last year. Paints, varnish, cement, fire bricks, canned meats, spices, patent medicines, etc., reach Malaga indirectly from our country.

Malaga's exports to Cuba are decreasing. Cotton goods, chick peas, garlic, and olive oil, four of the city's chief articles of export to Cuba,

are all losing ground. The cheap olive oil, for lubricating purposes, heretofore sent in large quantities, is being supplanted by better and less expensive oils from the United States.

So far as Porto Rico is concerned, Mr. Ridgely continues, there is little change in the exports, which amount to about \$40,000 a year. But the great article of import from the island is almost shut out. Spain now gets her coffee principally from Mexico, Venezuela, and Fernando Po.

As to the opening in Spain for American goods, Vice-Consul Wood, of Madrid, says:

United States goods are to be met with here on every hand and in the most unexpected places. They consist of plows and other agricultural implements, pumps, condensers, steel-working machines, hardware of all kinds, mining machinery, bicycles, typewriters, hair-clipping machines, electric motors and fans, firearms, dental goods, lumber, phonographs, minematographs, etc. There is no prejudice here against American goods, and inquiries for them are being constantly received.

The following translation from a Valencia paper has been forwarded by Consul Bartleman, of that city:

Spanish products are rapidly losing ground, and unless our methods be brought into line with those of progressive nations, our wines, our oil, our fruits and vegetables will be condemned to home consumption. We have been astonished at the falling off in our exports of fruit and fresh vegetables to France, England, and Germany. The decrease for France in 1900, notwithstanding the enormously enlarged consumption created by the Paris exposition, was erroneously attributed to Italian competition. The rivalry really comes from the United States. California is now supplying the French, English, and German markets with fresh fruit and vegetables. The fruits are not offered at lower prices than our own, but they are presented neatly packed and in splendid condition.

It is ridiculous to think that fruits and vegetables raised on the slopes of the distant Pacific should compete at the very doors of Spain with those produced in this country; yet the fact is undeniable. How is the mystery explained? It is simply this: Spain sends her fruit and vegetables in the worst possible condition, so far as packing and transportation are concerned; piled on wretched railway cars, exposed to sun and rain, and reaching Paris from fourteen to seventeen days after their departure from Valencia; while the Californians offer their fruit in the same fine condition in which it is picked from the trees. Their oranges, apples, peaches, and pears reach Paris, after traversing 6,000 miles, in a more attractive and appetizing condition than ours after a journey of only 490 miles.

We can compete with America only by employing her methods—improved cultivation, harvesting, and packing, cold storage, and rapid, safe transportation. Otherwise, our exports will decline every day. Castile was once called the granary of Europe; yet we have lived to see foreign wheat, after paying heavy transportation taxes, protective duties, and an adverse premium of 85 per cent in exchange, competing with our home-grown cereals. Shall we live to see American oranges competing with ours on the Valencia market itself?

Consul-General Lay writes from Barcelona:

The progress that the sale of American products is showing throughout Europe may be seen in Barcelona, not only by the fact that in almost every line of industry, our goods are being offered for sale in the shop windows alongside those of Great Britain, France, and Germany, but by the opening of stores devoted exclusively to the sale of American wares. Several of the leading typewriting machine companies have already opened agencies here; but the latest addition to these American stores is a large establishment just opened in the principal avenue of this city. A sign over the premises proclaims its object to be the exhibition of the latest novelties in American tools and agricultural machinery. At present, the discriminating tariff militates seriously against our machinery finding the ready sale it otherwise would in competition with British and German machinery, but our imports to this market have increased.

From the northern coast, reports show an increase in imports of American mining machinery. The discovery of coal of superior quality near Gijon, added to the progress being made in the construction of the new harbor of the Munsel, promises to offer an extensive market for American machinery. Miners are scarce, and the most improved labor-saving machinery is required.

In the northern and southern districts, the importation of agricultural machinery has greatly increased this year, a considerable quantity coming from the United States, consisting of plows and harvesters. Importers state that these satisfactory results can be improved upon by American manufacturers who will study the requirements of the agricultural districts.

Canned meats, fruits, etc., are being imported in yearly increasing quantities. It appears to me that many products are sold as British goods which are really of United States origin.

Until the past two years the hall mark "made in England" was a synonym of perfection to the Spaniard, while America enjoyed the reputation for lighter labor-saving devices and machinery of questionable durability. A decided change of opinion now exists; the reports of America's encroachments on the markets of England and Germany all over the world have had the effect in Spain of inducing investigation and trial of our products. Within the last six months, the representatives of five manufacturers of this city have left for the United States to study our machinery, canned goods, electrical appliances, etc., with a view to purchase.

If our exporters expect to gain a further foothold in Spain, they should employ the same measures adopted by the Germans and English, who print their catalogues in Spanish, not in their native language, and send here as agents men who speak Spanish.

SWEDEN AND NORWAY.

The imports of Sweden in 1900, according to official returns, were valued at \$143,351,400, and the exports at \$104,869,313.

The chief articles of import were:

Cereals	\$9,290,500
Coal	17,874,700
Cotton	2,674,900
Cotton textiles	1,657,200
Wool	2,857,900
Wool textiles	3,595,756
Coffee	5,735,700
Oil	8,545,400
Machinery and tools	4,706,000

The import of coal is yearly increasing, and efforts are being made to use peat in its stead; also to utilize the electric power obtained from waterfalls on the railways.

Consul-General Bordewich, of Christiania, gives the imports into Norway in 1900 as \$83,255,030 and the exports as \$46,349,635. Direct imports from the United States in 1900 amounted to \$4,575,620. The indirect import through England, Germany, and Denmark is placed at \$4,000,000 per annum, so that our trade is, on the whole, in a healthy condition, although there is room for improvement, especially in freights and the credit system.

American machinery, continues Mr. Bordewich, is being introduced in different plants, thus indirectly damaging our trade in the manufactured articles. For instance, our commerce in shoes has become almost nominal since Norwegian factories have put in American machinery. The same is true of paper and, to an extent, of flour.

SWITZERLAND.

Imports in 1900, says Consul-General McCallum, of St. Gall, were valued at \$213,674,735, and exports at \$160,784,576.

Imports from the United States amounted to \$11,014,500, and exports hither to \$18,478,650. About 45 per cent of our imports from Switzerland consists of embroderies.

Consul Gifford, of Basel, notes that although there is an apparent decline in the exports of American goods to Switzerland in 1900, the

falling off has been in food products, which were not needed on account of the excellent local crops. The sale of our manufactures, while slightly less than in 1899, has doubled since 1896, and in view of the general trade depression in Switzerland, it is remarkable that the decrease was so small. In some branches, indeed, such as boots and shoes, watch cases, agricultural, tool and electric machinery, there has been an advance.

Swiss imports in the first six months of 1901 were valued at \$84,100,200, and exports at \$73,968,200.

Consul Frankenthal, of Berne, gives the following statement, showing the percentages taken by the various countries in Swiss trade in 1900:

Country.	Imports from.	Exports to.
	<i>Per cent.</i>	<i>Per cent.</i>
Germany.....	81.58	24.11
Austria.....	6.28	5.45
France.....	18.06	13.15
Italy.....	14.58	5.28
Belgium.....	2.58	1.78
England.....	5.61	20.90
Russia.....	4.28	8.28
United States.....	5.14	11.46

TURKEY.

Consul-General Dickinson, of Constantinople, says:

It gives me pleasure to report that the exposition for American products, which was established here in 1899, under the name of the American-Oriental Agency, has made steady progress. During the past summer, a member of the New York firm which represents the American exporters who supply the American-Oriental Agency spent several months in Constantinople, Smyrna, and other cities in this region, endeavoring to open up new avenues for American trade. A substantial increase in business has resulted at several points. Orders for goods amounting to about \$40,000 were taken in Smyrna. The orders, cost price in New York, for six months ended December 31, 1901 (for Constantinople), amounted to \$106,610, comprising agricultural machinery and tools, windmills, pumps, malleable fittings, tin plates, lamps, jewelry, furniture, confectionery, oleo oil, cotton goods, rosin, stationery supplies, typewriters, hosiery, soaps, perfumery, brooms, carpet sweepers, silverware, clocks and watches, trunk-makers' supplies, locks, hinges, and other house hardware, carpenters' tools, etc.

There are other agencies besides the American-Oriental engaged in introducing American goods. One agent has sold during the year over 1,900 tons of wire nails. Nearly all the American manufacturers of harvesting and mowing machines are represented. Their aggregate sales were 470 reapers and mowers, 2 binders, 4 rakes, and 1 thrashing machine. The binders are considered too complicated for the use of the Turkish peasants. About 700 acres of land near San Stefano have been rented by the American-Oriental Agency; a large quantity of American grains and seeds has been ordered, with a variety of agricultural machines and implements. It is proposed during the coming season to carry on farming operations on the American plan as an object lesson to the farmers and peasants of this region. Complaints are made in regard to the indifference of the American exporter in securing a satisfactory freight rate from New York to the place of destination. As the ability of American goods to compete in the foreign market is generally determined by the freight charges, this is a point which should have the closest attention.

The important irade, permitting the Anatolian Company to extend its line from Konieh to the Persian Gulf, has been issued. The new line will connect the existing railway system of Asia Minor with the most distant provinces of the Empire, and will establish direct communication between the Bosphorus and the Indian Ocean. The distance between Constantinople and Bagdad will be covered in fifty-five hours. The total length of the railway will be 1,558 miles, and the term of

the concession is nine years. The project is of far-reaching importance, not only in opening up fertile regions, but affecting seriously the commercial routes of the oriental world.

New direct steamer service has been established by the Deutsch-Levant Line from New York to Constantinople and Black Sea ports.

Imports in 1899 were valued at \$11,614,400 and exports at \$10,319,100. The following is summarized from British Foreign Office Reports (annual series, No. 2650):

In the import trade of Turkey, the difficulty of discriminating between solvent and insolvent customers is so great that trading is safe only when carried on through an agent. The question of agents has an importance in Turkey which it possesses in no other country. The large mass of consumers are Turks, and between them and the foreign producer comes either a local trader or a foreign agent. In the latter case, the intermediate profit is saved by bringing the consumer into contact with the producing house, and an experienced agent with a knowledge of the languages of the country has thus the double advantage of protecting the manufacturing house from fraud and of securing for it profitable custom, while the collection of debts becomes very much easier. The difficulty of language renders almost useless the system of sending commercial travelers. The importance to a trader in Turkey of a knowledge of the Turkish language can not be overestimated. It would be advisable for those engaged in trade with Turkey to send out a representative to familiarize himself with the language of the country and the peculiarities of the people. Experience shows that a sufficient knowledge of Turkish, in order to treat directly with Turks, can be acquired in a couple of years. The success of the Germans in obtaining a footing in this market must be attributed mainly to the influx of German commission agents and small traders, and to the assiduity with which they set themselves to learn the languages of the country.

UNITED KINGDOM.

According to the Board of Trade Journal, January 9, 1902, the aggregate value of the trade of the United Kingdom for the year 1901, as compared with 1900 and 1899, was as follows:

	1899.	1900.	1901.
Imports.....	\$3,860,497,664	\$2,545,544,488	\$2,541,476,094
Exports:			
British and Irish produce.....	1,267,150,818	1,417,085,868	1,365,048,384
Foreign and colonial produce.....	816,526,898	807,475,208	880,177,496
Total.....	3,984,104,905	4,270,105,550	4,238,701,904

The article continues:

The value of the imports from foreign countries and British possessions amounted to \$2,541,476,094 for the year 1901, showing a net decrease of \$4,068,894 as compared with the figures for 1900. "Articles of food and drink, duty free," show an increase of \$38,882,186; "raw materials for textile manufactures," \$9,997,781, while in "raw materials for sundry industries and manufactures," there is a decrease of \$34,674,698; in metals, a decrease of \$11,718,235; in "articles of food and drink, dutiable," one of \$7,956,868. The exports of British produce and manufacture during 1901 were valued at \$1,365,048,384, showing a net decrease of \$52,087,484 as compared with the figures of the previous year. The decrease in raw materials was \$41,371,898; in "metals and articles manufactured therefrom, except machinery and ships," \$28,873,660; in "machinery and millwork," \$8,566,691.

The decrease in raw materials is almost entirely due to coal, coke, and fuel, the values of which amounted to \$147,635,011 last year, as compared with \$187,944,230 in 1900. With regard to "yarns and textile fabrics," it may be noted that cotton piece goods show an increased value of \$20,021,740, while worsted yarn, woollen, and worsted piece goods together exhibit a decrease of \$11,336,760. As regards the increase of \$22,702,228 in the value of the exports of foreign and colonial merchandise, it will be noted that sheep or lamb's wool showed an increase of \$15,674,997 last year as compared with 1900.

Consul-General Osborne, of London, says that the trade of the United Kingdom in 1900 was larger both in imports and exports than in any year since 1886. The chief countries sharing in the commerce were:

Countries.	Imports. From—	Exports. To—
Russia:		
Northern ports	\$81,919,800	\$70,417,700
Southern ports	27,999,980	11,384,700
Germany	155,908,300	192,713,900
Holland	156,905,100	74,655,400
Belgium	117,518,000	74,251,500
France	298,093,300	129,387,800
United States	666,946,300	186,719,800
Sweden and Norway	81,865,400	52,051,000
Denmark	65,968,800	23,690,900
Spain	79,411,700	31,690,300
Italy	17,088,900	47,282,500
Turkey	28,839,600	27,180,000
Egypt	62,927,900	30,797,300
Brasil	29,732,700	30,828,000
Argentina	65,402,300	37,191,200
Chile	24,141,600	17,678,700
China	11,799,100	28,171,600
Japan	7,702,600	49,669,600
North American colonies	111,201,600	48,295,700
Australasia	117,172,100	147,387,100
British India	130,940,500	154,884,700
Straits Settlements	35,129,980	16,031,900
Cape Colony	18,187,500	51,231,600

Mr. Osborne gives the following data:

TRADE OF THE UNITED KINGDOM WITH THE PHILIPPINES.

The value of the imports into Great Britain from the Philippines in 1900 amounted to \$3,401,455, against \$6,216,575 in 1899, an increase of \$2,184,880. The following articles show the chief increases:

Hemp	\$2,250,000
Tobacco, manufactured	170,000
Unrefined sugar	492,250

In the exports of British and Irish goods to the Philippines, every article except linens showed an increase in 1900.

The total value of exports reached \$5,719,480, as against \$2,065,215 in 1899, an increase of \$3,654,265. The largest increases occurred in cotton yarn, 377 per cent; cottons, over 200 per cent; machinery, nearly 200 per cent; iron, 390 per cent; pickles, 408 per cent. In the export of linens, the decrease is small. Of foreign and colonial merchandise, the exports amounted to \$289,455, compared with \$127,960 in 1899, an increase of \$161,495. The principal increases occurred in cheese, 60 per cent; raw cotton, 1,320 per cent; cotton manufactures, 175 per cent; meat, hams, 80 per cent; machinery, 60 per cent; condensed milk, 350 per cent; paper, unprinted, 100 per cent; silk manufactures, 125 per cent, and woolen manufactures, 430 per cent.

TRADE WITH CUBA.

The imports into the United Kingdom from Cuba were \$199,660, an increase of \$77,855 as compared with 1899. Logwood appears for the first time in the list, the value being over \$40,000; also mahogany, the value being \$119,800; on the other hand, imports of iron ore, old broken iron, and rum no longer appear.

The exports to Cuba amounted to \$6,196,500 (produce of the United Kingdom), compared with \$5,667,800 in 1899, the principal increases being in apparel (nearly 80 per cent), cement (nearly 90 per cent), and cottons (nearly 40 per cent). On the other hand, there was a decrease of 25 per cent in chemicals, of 25 per cent in hats, and of 20 per cent in linens. There was a decrease in the foreign goods exported to Cuba during the year.

TRADE WITH PORTO RICO.

Imports from Porto Rico amounted to only \$3,855, but exports thereto totaled \$580,600; these figures, however, showed the notable decrease of \$735,600 compared with 1899. The chief loss was in cottons, 71 per cent. Iron also showed a decline of 70 per cent.

The following extracts are from the annual report of Consul Boyle, of Liverpool:

ECONOMIC CONDITIONS IN GREAT BRITAIN.

To an American observer, the economic conditions now existing in England are of great interest and importance from the standpoint of international trade and commerce. These conditions have been for some time the subject of a general and spirited discussion by the British press and platform. There are possibilities that the resultant developments may be such changes as will radically affect the entire industrial and social life of the British nation; and, furthermore, there is a large and ever increasing number of thoughtful and well-informed people who express the serious belief that if these changes do not come about in the near future, Great Britain will be permanently relegated to the third position in the ranks of the world's trade and commerce.

Trade generally is not as good now as it was a year ago, or two years ago. The year 1900 was most prosperous; but all authorities agree that British trade has received a check, dating from the early part of January, 1901. The September quarterly returns for the United Kingdom show a decrease of both imports and exports, and the returns for the ten months of 1901 ended October 31 show a decrease of exports amounting to \$47,977,964 as compared with 1900. A rather gloomy view of the future prevails, and the cry is going up from commercial bodies, from political speakers, from economic writers, and from the newspapers that "something must be done." Even a year ago, or two years ago, when trade was exceptionally good, there were many complaints of the successful rivalry of other countries; but now that the era of good times seems about to be replaced by a period of dullness, if not of actual bad trade, the complaints are louder and more general. When the war in South Africa is over, there is bound to be a popular demand for legislative action, and the indications are that the Government will be compelled to devote itself to a more earnest consideration of matters relating to the trade and commerce of the country. An observer of the public trend of things can not but be impressed with the fact that during the last two or three years, there has been manifested in England a widespread and growing belief that unless great changes are brought about this country is doomed to take a rearward place in the commerce of the world. But it is proper to add that these forebodings are controverted by some of the leading manufacturers and commercial authorities in the country. It is conceded that in manufactures, Great Britain has within the last few years failed to meet the competition of the United States and Germany. Those optimistically inclined plead exceptional and marvelous natural advantages so far as the United States is concerned, and as to Germany, the unsatisfactory financial and commercial situation just now prevailing there is cited as an instance of a country "booming" itself too rapidly. There are fears expressed that even in the carrying trade, the supremacy of Great Britain is threatened.

A great many reasons are advanced for this condition of affairs, and there are just as many, and probably more, panaceas suggested. Without indulging in any theories of my own, I present below, in brief, a statement of the different views current in England bearing upon this subject.

THE "FAIR-TRADE" MOVEMENT.

While most of the leaders of both the great opposing political parties seem to be (at least publicly) as strongly wedded to free trade as ever they were, there is undoubtedly a strong sentiment among the masses, and one which appears to be getting stronger all the time, in favor of changing the present fiscal policy of this country, so as to bring about what has become popularly known as "fair trade," which, in fact, is nothing but reciprocity. Protection per se is not very much advocated, but it is significant that many of the most widely circulated papers of Great Britain are now boldly advocating a policy of "fair trade," or "Do to others as they do to you;" and this doctrine has become quite popular within the club organizations of the dominant party, although it is proper to state that those responsible for official political declarations are careful not to commit themselves to this policy. It is altogether probable that if the United Kingdom passes through a period of hard times within the near future, this question will become a leading one. Against this situation there must be set the national dislike to change; a

traditional respect, amounting almost to reverence, for the "established institutions" of the country (of which free trade is one of the most fundamental), and the opposition of certain vested interests directly benefited by free trade, and of the "Cobden school" of political economists, who hold to the view that the policy of free trade is not only sound political ethics, but is in financial results the best, especially under the peculiar circumstances of this country.

EDUCATIONAL REFORMS.

There is a universal acknowledgment that the educational status of the United Kingdom is below that of most of the other leading nations of the world, and particularly the United States and Germany, and this is frequently given as one of the chief reasons why she is being outstripped in manufactures. This subject of education is a very thorny one in England, owing principally to the fact that there are two systems of management—one the board-school management (similar to the American public school system), and the other the denominational management. Recognizing the great differences of opinion there are upon this phase of the educational problem, efforts are being made by the respective authorities to secure uniformity of methods and results, while at the same time raising the standards. Great progress has been made in London, Liverpool, Birmingham, Manchester, and some other large cities. This advancement is true generally of primary education, and it is also true that the authorities, both national and local, have made great strides during the past three or four years in technical education. Liverpool is taking a front place in this movement, its new technical school being one of the largest and finest in the Kingdom, and it is also taking a leading place in the new movement for popular instruction in foreign languages.

BRITISH V. AMERICAN LABOR.

The attitude of workmen generally, and particularly of trades-unionists, in regard to labor-saving machinery has been warmly discussed through the newspapers ever since the great strike of the engineers a couple of years ago. The charge is made that there is a general disposition on the part of British workmen to obstruct as much as possible the use of labor-saving machinery, and to limit its output whenever the employers add machinery to their plant; and also that in certain trades the rule is "one man, one machine," whereas in America one man will attend to two or three machines. It is furthermore charged that there is an increasing disposition on the part of British workmen to shirk work, and to use all expedients to perform as little labor as possible during the hours for which they are paid. These charges are made with great particularity against trades-unionists. There is, it is to be noted, a growing tendency throughout the country to shorten the hours of labor, while at the same time there is an upward movement in wages. As a rule, trades-unionists deny the charge of obstructing the use of labor-saving machinery and limiting the output; and they retort that employers are lacking in enterprise in not fitting up their factories with up-to-date plants. It is undoubtedly true, however, that, speaking generally and quite apart from the question of trades-unionism, English manufacturers find it almost impossible to get the same amount of product from machines as is obtained in America. There are two reasons that account for this, independent of any agreement, express or implied, on the part of trades-unionists to limit the output. The first reason is that, as a rule, the British workman is not as adaptable as the American workman—he does not so readily get command of new appliances as the American workman; and the second is that it is not the custom of the country for an Englishman, whether mechanic, clerk, or laborer, to work as hard as an American.

English trades-unionists who have recently visited the United States as delegates to labor conventions, or in a representative capacity to make observations, as a rule report that American mechanics and factory hands work too hard. An American manager of a match factory established over here with American machinery once told me that 400 people in a factory in America turned out more matches than 700 people over here with identically the same machinery; and incidentally it may be remarked that practically all the machinery used in the English match factories is American, and has been so for many years. In some respects, the English workman is more "independent" than the American workman—that is, he will not endeavor to make himself so "handy," and will often refuse to do anything outside a certain line rigidly laid down by the custom of his craft generally and by his trade union in particular. American manufacturers who establish factories here find that, although the English workman is thorough in what he does, he is not only slow in comparison with an American workman, but will sometimes strike on the slightest provocation, although it is

observed that within the last two years, the leading spirits among trades-unionists have taken a somewhat pronounced position against strikes except as a last, extreme resort. In this connection, it is worth noting that, as a rule, strikes in England are more stubborn than in America, although it is the exception for violence to be used here. Although there is a greater division of labor in America, yet oftentimes twice as many men are required in England to do a certain job as would be required in America, as each man is very jealous lest a workman in another allied trade should do the smallest piece of work which the rules of his trade say should be done by him and him alone.

Trades-unionism has an influence here far beyond what it has in America, and it is but just to say that there is greater need of trades unions in this country than in America. Undoubtedly, English trades unions have brought about great reforms in the condition of factories as to the hours of labor, in regard to the employment of children, etc., and there are indications that the alleged restrictive policy of trades unions, express or implied, is gradually being modified.

LABOR-SAVING MACHINERY.

The small extent to which up-to-date labor-saving machinery is used here as compared with America, and even Germany, is just now a fruitful topic of discussion. The rule here is for a plant or machine not to be replaced until it is absolutely worn out. The question is, "Will it do?" not "Can it be improved?" The fault is, so the workmen say, that of the employers, and the latter retaliate by blaming the workmen. The handicap to which English manufacturers are subjected by reason of their employment of antiquated plant is generally recognized by the newspapers and by speakers at conventions of chambers of commerce and manufactures, and the agitation has undoubtedly led to great improvements in this regard.

IMITATION OF AMERICAN METHODS.

To sum up, there is a general recognition of the fact that England can not go on as she has been doing for the past quarter of a century, dating from the time when she was practically the manufacturing and commercial monopolist of the world. There is a widespread movement for the copying of American methods in organization and methods of trade, and within the past year, a number of delegations of members of chambers of commerce, railroad men, and mechanics have gone to the United States to make practical observations. One enterprising Liverpool shipping firm has taken over several delegations of trades-unionists to the United States and Canada, and will bring them back free of charge. Whether the newly awakened movement to meet outside competition will be able to overcome the traditional conservatism of the British people is difficult to say. The probabilities are that foreign competition will go on its conquering way until hard times overtake the British people; that then, with their habitual thoroughness, they will undertake the task of reforming their educational system, of modernizing their system of manufacture, and of changing the restrictive customs and habits of the work people.

In the meanwhile, now is the time for American manufacturers to get a stronger foothold in this country. The introduction of our goods into England has enormously increased during the past year. One suggestion made several times in these reports is reiterated with emphasis: Do not let considerations of cheapness or greater profits lead to the deterioration of the original high standard of goods.

UNITED STATES TRADE.

Consul McFarland, of Nottingham, says:

Most noticeable, perhaps, of all prevailing trade conditions is the nervous antagonism toward everything American which has sprung up amongst the British people within the past twelve months. There has always been some prejudice against foreign articles; and heretofore, German products have been in the greatest disfavor, simply for the reason that they were more common on the market than American and a greater trade jealousy existed against Germany; but recently, the enormous growth of American trade in all branches has forced itself upon the attention of British newspapers, manufacturers, and the public generally, until in a number of instances the boycott is openly advocated as a remedy. The British people are nothing if not loyal. They inherit the belief that a British trade-mark is a guaranty of quality, and they have some reason for it. Unlike the liberal-minded American public, with whom a foreign trade-mark carries a glamor of attractiveness, they will not purchase known American or German wares unless by reason of novelty, design, or economy the latter appeal irresistibly. The retailer, therefore, is chary in his offerings, and many lines of goods are now

offered and sold without comment, which one and two years ago were displayed as of "American make" or "American style." The Diamond Match Company parades its goods under the good old English name of Bryant & May; the American Tobacco Trust calls itself the English Tobacco Company, and advertises its goods as made in England by British workmen; and the proprietary medicines which were first introduced as American discoveries now blot from their advertisements everything except method which might identify them as importations from the United States. With every internal ailment, from the apparent effects of the South African war to the idle shoe operatives at Northampton, attributed to American competition, the prevailing prejudice can be understood. Recently, in concluding an article upon the decline of British foreign commerce, the *London Mail* said:

"Always buying from the foreigner more and more of everything except materials for our own industry; always selling less and less of our own products; our masses forced to be satisfied with less and less victuals. This seems the position in a nutshell, and our countrymen of every class will do wisely to ponder it."

INCREASE IN AMERICAN EXPORTS.

This sort of pessimism is largely responsible for the prejudice against foreign goods; but despite all prejudice, and solely because of merit and cheapness, American trade in every line continues to develop. That it might double or quadruple at a bound, if only our exporters would study and conform to the peculiarities of British demand, still goes without repeating. In shoe, hosiery, farm and general machinery, shelf hardware, oil stoves and coal ranges, furniture of all classes, boots and shoes, dress novelties, tinned (canned) fruits, vegetables, meats, etc., the volume of trade grows gradually and surely. Leicester, which a few years ago exported shoes to a considerable extent, now not only does not export but uses a great deal of American finished leather; while three-fourths of the boot machinery in use is either of American make or from American patterns, and American boots are successfully retailed there, at Nottingham, and throughout this district; the demand, which is confined almost exclusively to high-grade shoes for men and women, continually growing. Certain American underwear, hosiery, and ladies' specialties are also finding unobtrusive sale in this home of the British industry. American soda fountains made their appearance in Nottingham this year; and in almost every store, of whatever character, American wares are gradually and surely finding place.

Hosiery exports are also decreasing steadily, on account of the gradual growth of the American industry, and it appears to be only a question of a few years when this item, like that of shoes, will have entirely disappeared.

Consul McCunn, of Dumfermline, says:

There is a marked demand for articles of American manufacture handled here by ironmongers (hardware dealers), such as joiners' tools, engineers' tools, wringers, meat choppers, carpet sweepers, bicycles and cycle accessories, lawn mowers, churns, ice-cream freezers, wire cages, kitchen utensils, cash tills, American wood-work, locks of all descriptions, and other articles known in the hardware line as shelf goods, office furniture, farm utensils, estate requisites, clocks, watches, typewriters, electric fittings, leather belting, and colliery furnishings.

American boots and shoes are becoming very common in this district. A local dealer is now importing direct. Nearly all the leading boot and shoe manufacturers in the United States have representatives in some part of Britain, with the result that competition is keen and every effort is made to meet the wants of the British importer. There is also an increased demand for American rubbers.

Consul Dexter, of Leeds, notes a material growth in the consumption of United States goods. California canned and dried fruits have become very popular; also our meats. American shoes are to be seen in all shops keeping first-class footwear, having displaced the French goods that were formerly popular.

Consul Touvelle, of Belfast, says that American agricultural implements take the lead there, and our bicycles, shoes, and wire nails are in great demand. One of the leading shipbuilding firms of Belfast has ordered 20,000 tons of steel plates in the last six months.

Vice-Consul Piatt, of Dublin, says that importations of our goods are advancing in many lines. The better classes of American products are everywhere looked upon with favor.

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AFRICA.

ALGERIA.

There has been no marked increase in the volume of business between Algeria and the United States during 1901. Exports to the United States are 10 per cent greater than during the previous year. It is impossible to give accurate statistics as to the importation of American goods, as practically all articles except coal, petroleum, and lumber come through France, where the statistics are taken. Numerous inquiries have been made at this consulate with reference to the possibility of importing American products and manufactures, and interest in all American articles is manifested. The absence of any direct lines of transportation by sea is the only drawback to a largely increased trade with this country. The following tables give the kind and amount of imports and exports for the whole of Algeria:

Imports and exports, quarter ended September 30, 1901.

Kind of merchandise.	July.	August.	September.
IMPORTS.			
Cereals metric tons ..	8	75	.....
Coals do ..	25,196	20,134	34,278
Petroleum do ..	126	53	438
Empty casks do ..	2,351	1,849	8,869
Wood for building do ..	3,299	884	2,209
Material for building do ..	3,983	8,242	6,996
Colonial products do ..	734	650	686
Woven goods do ..	687	632	980
Total	36,378	32,519	49,456
Live animals:			
Cows head ..	28	66	136
Horses do ..	6	14	14
Mules do ..	6	3	5
Other do ..	3	20	65
Total	37	103	220
EXPORTS.			
Wines tons ..	5,098	8,947	6,821
Cork do ..	200	573	256
Vegetable hair do ..	548	1,047	991
Fruits do ..	1,119	1,049	258
Fish do ..	148	195	15
Minerals do ..	1,870	787	2,860
Wools do ..	18	59	44
Skins do ..	83	137	173
Total	9,079	12,794	11,320
Live animals:			
Oxen head ..	415	1,304	194
Mutton do ..	85,706	75,885	30,254
Horses do ..	131	172	109
Mules do ..	5	21	8
Other do ..	29	463	34
Total	86,286	77,845	30,599

* Of 2,205 pounds.

Imports and exports from January 1 to September 30, 1901.

IMPORTS.

Kind of merchandise.	Total for the first nine months of the year.	Kind of merchandise.	Total for the first nine months of the year.
Live animals:		Tobacco—Continued.	
Cattle—		Manufactured—Continued.	
Ox kind .....head.....	2,094	Cigarettes.....metric tons..	0.3
Others.....do.....	42,742	In powder, etc.....do.....	38.4
Salt meat.....metric tons * {	251.7	Pure olive oil.....do.....	373.6
Skins, rough, fresh or dry.....do.....	786	Oil from fat grains.....do.....	6,889.8
Silks.....do.....	599.4	Building wood:	
Animal grease other than fish.....do.....	23.2	Rough or squared.....do.....	26.4
Cheese.....do.....	1,179.7	Sawed.....do.....	681.1
Butter.....do.....	2,009.4	Fermented drink:	
Sea fish.....do.....	393.3	Ordinary wines.....gallons..	198,920
Cereals:	1,556.4	Wines and liquors.....do.....	2,122.8
Wheat, German wheat, maslin, metric tons.....do.....	66.7	Beer.....metric tons.....	
Oats.....metric tons.....	13.4	Alcohol, brandy, spirits, etc., liters ^b	
Barley.....do.....	48	pure alcohol.....do.....	5,865,618
Corn.....do.....	189	Mineral waters.....metric tons..	1,335.8
Flour.....do.....	7,500.2	Material of all kinds.....do.....	80,967.8
Semoule, in groats, in paste, or Genoese paste.....metric tons.....	764.3	Sulphur.....do.....	18,373.1
Rice.....do.....	2,362.3	Pit coal.....do.....	188,699.8
Dried vegetables and their flour, metric tons.....do.....	8,638.6	Petroleum oil, schist, and other mineral oils:	
Chestnuts and their flour, metric tons.....do.....	96.3	Gross.....metric tons.....	117.8
Seed.....metric tons.....	9.4	Refined or essence, hectoliters (equal to 100 liters).....do.....	538,656
Potatoes.....do.....	10,223.7	Pig iron, iron, and steel metric tons.....	15,731.2
Fruits:		Soap, other than perfumery.....do.....	9,036.1
Dry.....do.....	2,359.1	Chicory.....do.....	401.8
Fresh.....do.....	1,581.2	Candles of all kinds.....do.....	2,344.5
Oleaginous grains and fruits.....do.....	1,153	Earthenware.....do.....	7,316.9
Sugar:		Glass and crystal.....do.....	8,780.4
Raw.....do.....	1,717.3	Tissues:	
Refined.....do.....	11,494.1	Flax or hemp.....do.....	331.2
Molasses.....do.....	2.7	Jute.....do.....	4,166.6
Grape sugar.....do.....	114.4	Cotton.....do.....	7,777.2
Coffee.....do.....	3,998.1	Linen.....do.....	539.3
Pepper.....do.....	42.2	Silk.....do.....	9.8
Cinnamon.....do.....	11.8	Others.....do.....	10.6
Nutmeg, mace, and vanilla.....do.....	2	Paper and applications.....do.....	5,815.4
Cloves.....do.....	7.7	Skins and peltry, worked.....do.....	1,556.8
Tea.....do.....	71.1	Engines and machinery.....do.....	4,544.9
Tobacco:		Metal works.....do.....	10,287.2
Leaf or gross.....do.....	1,143.8	Woodworks.....do.....	27,296
Manufactured—		Esparto, manufacture, basket trade, and shoes.....tons.....	658.4
Cigars.....do.....	9	Toys.....do.....	442.8

EXPORTS.

Live animals:		Linseed.....metric tons..	287.6
Ox kind .....head.....	11,844	Tobacco:	
Cattle.....do.....	24,890	In leaf or gross.....do.....	5,865
Oxen.....do.....		Manufactured—	
Others.....do.....	1,163	Cigars.....do.....	22.7
Skins, rough or fresh.....metric tons * {	2,576.3	Cigarettes.....do.....	340.2
Wool.....do.....	2,582.5	In powder, etc.....do.....	276.9
Silks.....do.....	.7	Olive oil.....do.....	3,127.7
Grease, animals, other than fish, metric tons.....do.....	98.1	Cork, rough, rasped, in boards.....do.....	10,958.7
Wax.....metric tons.....	50.3	Alpha.....do.....	58,898
Ocean fish.....do.....	1,985.3	Vegetable hair.....do.....	20,199.2
Coral, rough.....do.....	2.6	Tan bark.....do.....	6,985.5
Bones, hoofs, and horns of cattle, metric tons.....do.....	835.1	Fresh vegetables.....do.....	6,690.8
Cereals:		Forage, bran of wheat.....do.....	15,146.1
Wheat, German wheat, maslin, metric tons.....do.....	105,855.6	Rags.....do.....	889.8
Oats.....metric tons.....	74,053.8	Fermented drink, wine:	
Barley.....do.....	123,955.9	Ordinary.....gallons..	51,799,882
Corn.....do.....	935.9	Of liquors.....do.....	3,940
Flour.....do.....	5,130.9	Alcohol.....do.....	2,627,147
Semoule, in groats, in paste, or Genoese paste.....metric tons.....	2,459.2	Alcohol, brandy, other spirits.....do.....	803,259
Dry vegetables and their flour.....do.....	4,481.6	Marble.....metric tons.....	610.6
Seeds.....do.....	1,374.2	Phosphate (natural).....do.....	210,041.5
Potatoes.....do.....	8,092.9	Minerals:	
Fruits:		Of iron.....do.....	445,672.1
Fresh.....do.....	12,423.8	Copper.....do.....	475.8
Dry.....do.....	4,133.1	Lead.....do.....	4,138.8
		Zinc.....do.....	39,097.1
		Salt.....do.....	3,011.5
		Skins and peltry (worked).....do.....	90.3
		Wooden works.....do.....	1,587.5

* Of 2,204 pounds.

^b 1 liter = 1.05 quart.

WINE.

The wine crop in Algeria for 1901 is estimated to be about 25 per cent less than in 1900, but it is of excellent quality. It is, of course, assumed that our wine merchants know that Algerian wines are chiefly sent to France, and there blended with the French product and sold in the United States and elsewhere as French wines. There seems to be no reason why wine merchants in the United States should not import direct from Algeria and do their own blending. The following statement shows the ruling prices:

*Prices of wines.**

RED WINES.

	Francs.
9½ to 10 per cent alcohol	5.50 to 6.00 = \$1.08 to \$1.16
10½ to 11 per cent alcohol	7.50 to 8.50 = 1.45 to 1.64
11½ to 12 per cent alcohol	10.00 to 12.00 = 1.93 to 2.32
12½ to 13 per cent alcohol	14.00 to 15.00 = 2.70 to 2.90

Prices are noted taken in the vineyard of the seller. Transportation costs 0.80 franc (15 cents) to 2.50 francs (48 cents) a hectoliter (26.4 gallons).

WHITE WINES (WHITE GRAPES).

Eleven to 12 per cent alcohol, 12 to 13 francs (\$2.32 to \$2.51) a hectoliter (26.4 gallons), or 1.10 to 1.15 (21 to 22 cents) proof; 12½ to 13½ per cent alcohol, 15 to 16 francs (\$2.90 to \$3.08) a hectoliter, or 1.20 to 1.30 francs (23 to 25 cents) proof.

Prices in the vineyard of the seller. Transportation to Algiers, costs 1.50 to 2.50 francs (29 to 48 cents) a hectoliter.

White wines (red grapes) are cheaper.

DANIEL S. KIDDER, *Consul*.

ALGIERS, *November 15, 1901.*

ORAN.

Consul Kidder transmits from Algiers, June 23, 1901, summary of the exports and imports between the United States and the port of Oran, Africa, for the year ended December 31, 1900, prepared by Mr. Benjamin A. Courcelle, consular agent in that city.

Attention is called to the fact that the gross weight of the exports from Oran is much larger than that from Algiers.

Kind and quantity of goods imported from the United States into Oran.

Kind.	Weight.	Kind.	Weight.
	<i>Met. tons.^b</i>		<i>Met. tons.^b</i>
Salted meats	232	Glass articles, etc.	1
Coffee	7	Harvesting machinery ..	25
Leaf tobacco	250	Handling machinery	8
Cotton oil	2,808	Household articles	9
Lumber	800	Tubes in iron or in steel ..	25
Petroleum	445	Wooden articles	1
Coal	45		
Refined salt	2	Total	4,158

* Price per hectoliter = 26.42 gallons.

^b Of 2,204.6 pounds.

Kind and quantity of goods exported from Oran to the United States.

Kind.	Weight.	Kind.	Weight.
	<i>Mct. tons.*</i>		<i>Mct. tons.*</i>
Fresh or salted hides	199	Iron ore	20,324
Esparto grass	8,176		
Marble	78	Total	28,777

* Of 2,204.6 pounds.

AZORES.

The inclosed statement shows the different articles imported from the United States for the year ended June 30, 1901. The total (\$240,208) does not appear large when compared with our trade at other places, but in the number and kind of things imported, one can see that the merchants of the Azores are not inclined to discriminate against us. Wheat, oil, lumber, cotton, and corn constitute the largest items; but if our leading merchants would give buyers here one-half the attention bestowed on home customers, they could not only increase the list, but the amount, many times. There are no great difficulties to overcome, no steamship lines to organize, and the people are favorably inclined to our trade; all they require is some personal attention. I do not mean by this the appearance of a traveler who soon disappears, never to return, but the establishment of an agency, with authority not alone to make prices, but to extend credits. And I want to say that if we wish to hold the small trade we have, something of this kind is absolutely necessary.

Business in the shipping line has been below the normal. This is accounted for in many ways, the principal reason being the low freights; besides, the large boats, with great capacity for carrying coal, are rapidly taking the place of the smaller ones.

The railroad is still in the hands of a promoter, who is now in London.

The most distressing condition in the Azores at present is the inability of the alcohol manufacturers to sell their output. This failure is attributed to the immense stocks of wine on hand in Portugal and the lack of demand. The vineyards are consequently turning the wine into alcohol and underselling those who manufacture this product from sweet potatoes. Several of the alcohol manufacturers have ceased operation for this year and the outlook is exceedingly bad.

The pineapple trade continues to grow and this fruit is one of the largest items of export. The inauguration of a regular transport line has not only helped this particular trade, but has encouraged people to try once more to ship oranges, formerly the leading item of export from the Azores.

The latest census returns are not yet published, but a memorandum given me by one of the chiefs shows that there has been an increase in the population of this civil district of 3,938 persons. The last census, taken in 1890, showed that the islands of St. Michaels and St. Marie supported 125,411 people. In 1900, this number had increased to 129,349, notwithstanding the heavy emigration. For some years, this has been mainly to the United States, and from present indications I should say that the spring and summer of 1902 will see the largest movement that has ever taken place. The money returned by these emigrants has been of great benefit to the merchants, as there are no exchange banks with connections in the States. American money passes everywhere in

the islands except in the custom-house, and the amount of it held here must be quite large, judging by its frequent appearance.

The amount of exports from the islands to the States is small. This office continues to supply catalogues and information to all inquirers, and no house need hesitate to send them. I can always find some one who is interested, but we must imitate our foreign competitors, who never lose an opportunity of coming into personal contact with their customers, and seldom refuse an order, no matter how small. Their travelers know the language well, and endeavor to please, as well as to do business. They are ever on the watch for new ideas and are ready to duplicate at the same price. As a result, they do seven or eight times more business than ourselves, though their goods are no better, prices not lower, and freights the same, or even higher than our own.

American coal is still holding its own, and the recent disturbances in the trade in England will have the tendency to further increase the importation.

GEO. H. PICKERELL, *Consul.*

ST. MICHAELS, *December 20, 1901.*

Imports into the Azores from the United States for the year ended June 30, 1901.

Description.	Quantity.	Value entered.	Description.	Quantity.	Value entered.
Plows, etc.		\$202. 00	Marble, manufactured		\$670. 00
Agricultural implements		296. 00	Organs, number.	2	400. 00
Horses		400. 00	Resin, barrels.	996	2, 861. 00
Stove polish		26. 00	Spirits of turpentine, gals.	50	20. 00
Blacking		296. 00	Oil:		
Books, maps, etc.		50. 00	Illuminating, do.	186, 547	16, 848. 00
Corn, bushels	27, 250	18, 717. 00	Lubricating, do.	681	328. 00
Wheat, do.	89, 163	76, 842. 00	Paints		914. 00
Wheat flour, barrels	12	50. 00	Paper hangings		60. 00
Breadstuffs		150. 00	Paper, writing		128. 00
Cycles		365. 00	Perfumery		254. 00
Carriages		158. 00	Beef, pickled, pounds.	11, 600	623. 00
Baking powder, pounds	325	118. 00	Lard, do.	420	38. 00
Drugs		594. 00	Oleo, the oil, do.	800	70. 00
Clocks		1, 408. 00	Sausage, do.	200	27. 00
Watches		10. 00	Meat products, canned		278. 00
Cottons, colored, yards	18, 100	1, 210. 00	Seed:		
Cottons, uncolored, do.	211, 223	10, 774. 00	Other grass		130. 00
Cotton wearing apparel		716. 00	Other, n. e. s.		81. 00
Cotton, manufacture of		869. 00	Soap:		
Flax, hemp, and jute bags		1, 896. 00	Toilet		256. 00
Cordage, pounds	10, 100	915. 00	Other	2, 200	84. 00
Flax, manufacture of		69. 00	Molasses, gallons.	30	13. 00
Cod, etc., dried, pounds	8, 360	218. 00	Candy		108. 00
Herring, dried, do.	700	20. 00	Tin, manufactured		15. 00
Shellfish		12. 00	Tobacco leaf, pounds.	30, 600	3, 502. 00
Glassware		988. 00	Tobacco, other, n. e. s.		894. 00
Explosives		112. 00	Beans and peas, bushels.	82	34. 00
India rubber boots, pairs		249. 00	Vegetables, canned		167. 00
Instruments, scientific		457. 00	Boards, etc., number.	222	5, 979. 00
Hardware		496. 00	Shooks, box		20. 00
Tools		5, 585. 00	Staves	5, 940	1, 060. 00
Cutlery		57. 00	Lumber, other, n. e. s.		14, 921. 00
Firearms		84. 00	Furniture		914. 00
Pumps		68. 00	Woodenware		148. 00
Sewing machines		62. 00	Wood, manufactures of		692. 00
Machinery		258. 00	Wool, manufactures of		15. 00
Nails, tacks, etc., pounds.	980	1, 697. 00	All other articles, n. e. s.		470. 00
Iron and steel, manufactures		60. 00	Dental goods		305. 00
Lamps		1, 620. 00	Effects, personal		556. 00
Lead, manufactures of		1, 579. 00	Notions		206. 00
Leather, uppers		46. 00	Pencils, lead		1, 607. 00
Leather, boots and shoes, pairs	112	285. 00	Photograph material		79. 00
Leather, harness and saddles		162. 00	Spices, prepared		69, 216. 00
Malt liquors, dozen quarts	340	15. 00	Coal, bituminous, tons.	25, 489	240, 206. 00
		570. 00	Total		

Vessel movement at St. Michaels, Azores.

Year.	Steam.	Sail.	Total.	Tons.
1898.....	300	105	405	497,987
1894.....	320	110	430	517,591
1895.....	315	135	450	540,997
1896.....	342	137	479	611,714
1897.....	435	131	566	808,350
1898.....	484	135	619	1,199,545
1899.....	589	117	706	1,513,680
1900.....	569	119	688	1,466,657
1901*.....	456	96	552	1,102,068

* 11 months.

Vessel movement at Ponta Delgada.

Arrivals:	
Destined for Ponta Delgada.....	153
Vessels calling en route.....	305
Forced arrivals.....	230
Total.....	688
Quarantined:	
Cleared.....	638
Inspected.....	8
Quarantined.....	42
Total.....	688
Entered from North and South America.....	249
Entered from other countries.....	439
Total.....	688
Number of vessels coaling.....	* 408
Coal.....tons..	73,000

Details of shipping.

FLAGS OF VESSELS CALLING.

Nationality.	Num-ber.	Tonnage.	Nationality.	Num-ber.	Tonnage.
Portuguese.....	163	161,689	Italy.....	13	23,500
English.....	366	981,617	Austria.....	25	71,109
Norwegian.....	43	68,006	Spain.....	13	30,707
Swedish.....	8	8,404	Russia.....	3	7,455
Denmark.....	13	17,375	America.....	17	22,514
Holland.....	7	21,223	Greece.....	2	4,091
France.....	12	30,576			
Germany.....	8	23,591	Total.....	688	1,466,657

DESCRIPTION.

	War.	Mer-chant.	Pleasure.	Total.
Steamships.....	18	540	11	569
Sailing vessels.....		119		119
Total.....	18	659	11	688

* One half of this was American.

CANARY ISLANDS.

The increase in American products exported to the Canary Islands during the first six months of 1901 has been more than twice the increase for the whole of the preceding year. Nineteen sailing vessels have arrived from the United States, 11 of which were American. The remaining 8 belonged to other countries, but were loaded with American products, principally lumber, petroleum, wheat, coal, tobacco, lard, and general merchandise. There has also been a general increase in merchandise of American origin imported by the way of Liverpool and London. The shipments, so far as I can ascertain, have given satisfaction, the only fault being the high freight rates. If a direct steamship line were established, I have no doubt it would pay, and the business would be greatly benefited thereby. Our exporters have neglected the trade of these islands, as well as that of the west coast of Africa.

I give below statistics of fruit and vegetables exported during the year 1900 from Teneriffe:

Article.	Quantity.	Value.
Tomatoes..... tons..	5,060	\$216,990
Bananas..... bunches..	204,917	146,856
Potatoes..... boxes..	24,117	80,565

The electric tramway, which was opened March 15, 1901, has proved a success financially.

The cost of living having greatly increased, the Bank of Spain has raised the salaries of all its employees in these islands 50 per cent. The Government of Spain has done likewise, and the pay of all military and naval officers who are stationed or may be transferred here will be increased one-half.

While prices have increased out of all proportion, labor remuneration has been at a standstill, and for the first time in the history of Teneriffe, labor formed itself into an organization for its own protection. There have been two strikes, which ended in victory for the laborers. For several weeks, these strikes nearly stopped all work in the port.

On April 18, there was passed in the assembly of the town of Teneriffe a law, which went into effect immediately, taking off the "octroi" tax on the following articles: Butter, maize, cheese, milk, corn, straw, eggs, wheat, flour, and all other food necessities.

As these islands do not produce enough food for their population, and as it is found more profitable to raise fruit for foreign markets and buy eatables elsewhere, I herewith give the names of the articles imported and the countries supplying them: Corn, flour, maize, wheat, from United States, Morocco, Argentina, France; cattle, from Spain; poultry and eggs, from Morocco; lard, ham, pork, from United States; oils, from Spain and Italy; butter, from Denmark; condensed milk, from England and Switzerland; canned goods, from United States, England, and France.

The sugar industry is very prosperous. Sugar planting and cultivating has lately become the most important industry in Grand Canary,

and one of the most important in Teneriffe. It is controlled by the syndicate which has charge of the collection of customs, and the prohibitive customs tax (70 pesetas per 100 kilos, about 12 cents per 220 pounds, taking the present market value of the peseta) makes foreign competition impossible. The yield of cane is estimated to be from 600 to 1,200 quintals (of 100 pounds) per fanegada (1.36 acres), which is sold under contract to the mills. The cane is supposed to produce from 6 to 9 per cent of sugar. It is generally planted in March, and cutting commences about twelve months later. Labor costs little. About 20 hundredweight of manure per fanegada (1.36 acres) is used. There is a small tax on the acreage of sugar grown. In former years, the industry was favored by a small duty on sugar exported from these islands to Spain, but this led to the importation of sugar from other countries, which was reexported to Spain as Canary Islands sugar. All sugar imported by Spain, therefore, was made to pay the same customs duty.

SOLOMON BERLINER, *Consul*.

TENERIFFE, *June 30, 1901.*

EGYPT.

SUEZ CANAL TRAFFIC.

A recent report on the trade of Port Said and Suez states:

Three thousand four hundred and forty-one vessels, with 282,194 passengers, passed through the Suez Canal in 1900, the total net tonnage being 9,738,152 tons. Of these, 2,407 were merchant ships, 773 mail steamers, and 261 warships and transports. The number of British vessels that passed through the canal during the year 1900 was 1,935, with a net tonnage of 5,605,421 tons. In 1899, the total number was 3,607 vessels, with a tonnage of 9,895,630 tons.

The transit receipts, which in 1899 amounted to 91,318,772 francs (\$17,624,523), and were higher than in any previous year since the opening of the canal, fell to 90,623,608 francs (\$17,490,356) in 1900, being a decrease of 695,164 francs (\$134,167). The mean net tonnage per vessel has risen from 1,961 tons in 1889 to 2,743 tons in 1899 and 2,830 tons in 1900. Owing to the events in China, Russia sent out 37,000 troops, as against 11,000 in 1899 and 19,000 in 1898; France sent out 34,000 troops, as against 8,000 in 1898, and Germany sent 24,000 troops as against 2,000 in 1899 and 4,000 in 1898. On the other hand, the number of outward-bound British troops through the canal has fallen from 19,000 in 1898 to 15,000 in 1899 and 5,600 in 1900. Since the end of the war with the United States, Spain has withdrawn 22,000 troops from the Philippines, while America has sent out 15,000 troops. Owing, especially, to the large number of foreign warships and transports sent to China, the percentage of British tonnage has fallen from 66.6 in 1899 to 57.6 per cent in 1900. At the same time, the tonnage of German vessels has risen from 10.8 to 15.1 per cent. If, however, only merchant vessels (2,407) are considered, the British tonnage percentage has fallen from 77.2 to 71 per cent, and that of Germany has risen from 9.3 to 11.1 per cent. Thus, two out of three merchant vessels in the canal, and seven out of ten mercantile tons, are British. At the same time, it is necessary to call attention to the rapid strides which Germany has been making in her competition for the carrying trade with the Far East. The North-German Lloyd Company is said to have doubled its coasting trade during the last year in the East Indian and Chinese waters.

WILLIAM DULANY HUNTER,
Vice-Consul-General, in Charge.

CAIRO, *August 28, 1901.*

LIBERIA.

TRADE OPENINGS.

The lack of an American line of transportation is strongly against our trade here. Nevertheless, there is an increasing demand for our products and manufactures. The following find a ready sale: Pine building materials, such as dressed weatherboarding, flooring, brackets, moldings, scrolls, scantlings, plates, heavy joists for flooring purposes, doors, sash, blinds, newel posts, hand rails, and balusters, both turned and sawed; sewing machines, for both hand and foot movement, especially the former, as it is less costly; pickled pork, beef, salt mullets, mackerel, dried smoked herrings, canned meat, corn, pears, peaches, apricots; lard in tins of 1 to 10 pounds; pure butter in tins of 1 to 5 pounds; well-cured smoked bacon and hams, wrapped in canvas and packed in salt; rice in 25, 50, and 100 pound sacks; soda crackers, biscuits, and assorted cakes, in fact, provisions of all kinds; dress goods of the best qualities, silks, henriettas, worsteds, satines, plaids, checks, calicoes, gingham, domestics; white cotton goods, sheetings, and shirtings; canton flannels; white ducks, blue denims; general wearing apparel and furnishings for men and women; fine shoes; silk, wool, and felt hats, caps, etc., for gentlemen, and the most fantastic in style and gorgeous in color for ladies and children, as well as fine hosiery, silk and linen handkerchiefs, and cotton bandannas; a well and judiciously selected class of hardwood American furniture—porous materials, such as white pine, poplar, etc., will not stand the climate—parlor suites, bedroom sets, chairs, couches, and tables.

PORT DUES.

(1) Foreign vessels in transit, calling at only one Liberian port, pay anchorage \$12, lights \$3 (where there is a light-house at port of entry), and tonnage 10 cents per ton, provided said vessels do not sell while in said port over \$500 worth of goods. If after leaving the first port of entry the vessel enters a second, it must pay the full annual tonnage of 50 cents per ton, less the 10 cents per ton paid at the first port. A vessel having paid the full annual tonnage of 50 cents upon its first voyage will not have to pay tonnage dues again for the same fiscal year. (ending September 30), but will have to pay the anchorage and light dues upon each subsequent voyage.

(2) Foreign vessels calling at two or more Liberian ports must pay an annual tonnage of 50 cents per ton on first call; anchorage and light dues, \$12 and \$3, respectively. Having paid the annual tonnage, a boat is not again liable to tonnage dues for the year, but must pay anchorage and light dues upon each subsequent voyage.

Regular European vessels in the West African trade carrying Liberian mail pay neither anchorage, light, nor tonnage dues. The same exemptions would doubtless be extended to American-West African vessels carrying mail.

Import duties.

Article and class.	Duties.	Article and class.	Duties.
(1) Specific:		(1) Specific—Continued.	
Dried fish, per pound	\$0.01	Cigars, each	\$0.01
Pickled fish, per barrel	1.00	Cigarettes, each .....	.00½
Pickled beef, per barrel	1.25	Lumber, per foot .....	.00½
Pickled pigs' feet or head, per barrel.	1.00	Trade plates (for table), not in sets,	
Beef tongue, per barrel	2.00	per dozen .....	.12
Bacon, per pound .....	.01	Tin basins, not exceeding 12 inches	
Ham, per pound .....	.02	in diameter, per dozen .....	.12
Pickled sausages, per pound .....	.03	Tin basins, exceeding 12 inches in	
Brown sugar, per pound .....	.06	diameter, per dozen .....	.25
White sugar, per pound .....	.02	All wines, except claret, per gallon.	2.00
Fancy blacuits, per pound .....	.04	Whisky, brandy, champagne, and	
Butter, per pound .....	.06	all cordials, per gallon .....	.75
Lard, per pound .....	.02	Common rum and gin, per gallon ..	.75
Candy, per pound .....	.05	Empty demijohns, each, in gold ..	1.00
Salt, per cwt .....	.05	(This heavy duty arises from the	
Tea, per pound .....	.10	discoveries of smuggling, demi-	
Rice, per cwt .....	.25	johns being filled with rice and	
Common soap, per pound .....	.02	involved as empty.)	
Fancy soap, per pound .....	.06	(2) Ad valorem:	
Starch, per pound .....	.06	All goods not mentioned nor classi-	
Steel, per pound .....	.02	fied in the foregoing, and not en-	
Brass kettles, per pound .....	.05	tered free, are taxed ad valorem,	
Cutlasses (machetes), per dozen ..	.25	per hundred .....	.12½
Gunpowder, per pound .....	.08	(3) Free:	
Percussion guns, each .....	.60	All musical instruments, and cor-	
Flint and steel guns, each .....	.40	rugated iron, upon the declara-	
Petroleum oil, per case (10 gallons).	.40	tion of the consignee that it is	
Ovens, pots, and spiders, per pound ..	.01	imported for building purposes ..	Free.
Manufactured tobacco, per pound ..	.25		
Unmanufactured tobacco, per			
pound .....	.06		

Export duties.

Article and class.	Duties.	Article and class.	Duties.
(1) Specific		(1) Specific—Continued.	
Fiber (one-half to be paid in gold),		Hulled coffee seeds, for planting,	
per pound	\$0.01	per bushel	\$1.50
Palm oil, per gallon .....	.01	Unhulled coffee seeds, for planting,	
Water oil (a very fine quality of		per bushel .....	.50
palm oil, used in cooking), per		Coffee plants, 2 to 3 leaves high,	
gallon .....	.10	each .....	.05
Palm kernels, per bushel .....	.02	Coffee trees, 2 to 4 feet high, each ..	.50
Camwood, per ton	3.50	(2) Free:	
Rubber and gutta-percha, per pound ..	.06	Coffee, ginger, armetta seeds, cocoa,	
Ivory, per pound .....	.05	and calabar beans	Free.

COMMERCIAL NOTES.

The prospect of cessation of hostilities in South Africa, the reopening of the mines of Johannesburg, and the rush to the gold mines of Sekundi, Torkwa, and Axim (British Gold Coast) have induced the British and African Steam Navigation Company and the African Steamship Company of Liverpool to send seven of their outward-bound steamers to Monrovia (monthly calls) instead of three, as heretofore. Four of their mail steamers (thirteen days from Liverpool to Sekundi) make Monrovia the first stop, in order to ship Kroo boys to assist them in taking return cargo lower down the coast. The other three boats usually make the trip from Liverpool to Monrovia in eighteen to twenty-one days. The Woermann Line, of Hamburg, and the West African Line of Antwerp, have also added faster steamers to their lines. From June 1 to 27, 1901, 25 steamers called at Monrovia. By means of this better service (in connection with the German-Kameroon steamer, due here on its return trip on the 12th of each month and at Plymouth on

the 25th) I have recently been enabled to send a letter to Liverpool and receive a reply in less than thirty days; whereas it has formerly taken from eight to ten weeks.

A. L. Jones, manager of The Elder-Dempster Company, of Liverpool, has recently extended an invitation to the President of Liberia, and to a select number of statesmen, to visit England, free of charge, upon any of the company's steamers, in order to discuss commercial and financial relations between the two countries.

Messrs. Yates and Porterfield, of New York, who at one time carried on quite an extensive and profitable business in Freetown, Sierra Leone and Monrovia, have caused one of their sailing vessels to make two calls at Monrovia during February and April, 1901, with a view to opening a branch house here. The older inhabitants, who remember the days when this firm traded here, hail with delight the prospects of the reestablishment of a line of sailing vessels between New York and Monrovia.

POSTAL RATES.

(1) First-class matter: Domestic letter rate, 3 cents for every half ounce or fractional part thereof. Foreign letter rate, 5 cents for every half ounce or fractional part thereof.

(2) Second-class matter (newspapers, periodicals, books, pamphlets, and samples): Both domestic and foreign, 1 cent for every 2 ounces or fractional part thereof.

INDUSTRIES.

The last session of the national legislature enacted the following laws:

1. An act empowering the executive department to grant the Liberian Rubber Syndicate (English) an extension of their present concession for a further period of ten years.

2. An act granting a concession to the Union Mining Company, of Liberia, merging the Liberian Mining Association into the Union Mining Company and giving it permission to sell the concession to foreigners,* to search and prospect for all minerals, precious stones, earthly products, and oil springs upon the public lands of Liberia. Upon the discovery of any such minerals, precious stones, or oil springs the company is entitled to a lease of the lands for a period of forty years, with the right to renew the lease for another period of forty years, at the then current price or rent of land per acre in Liberia; also to import, free of duty, all necessary machinery, tools, etc., for mining, construction, and equipment; to build wharves, quays, and railway and tramway stations necessary for the prosecution of mining works in Liberia.

3. An act empowering the secretary of the treasury to expend annually \$1,000 in introducing Liberian coffee into the world's markets.

4. An act authorizing the president to appoint a special commission to look into the condition of foreign merchants and traders in Liberia and, if possible, to devise ways and means by which trade can be improved.

The Government has recently granted a concession to the Afro-American Steamship and Mining Company, of Boston, to establish a

* It was immediately sold to an English syndicate in London.

steamship line between Boston and Liberia, with the privilege of building wharves, quays, railways, and tramways, and of carrying on mining operations for a period of fifty years.

Thomas J. R. Faulkner, a civil engineer and electrician, late from the United States, has recently constructed a private telephone line between Monrovia and White Plains, the head of navigation on the St. Paul River, a distance of 25 miles; also extending a wire to Arthington. He is now constructing a regular system of telephones in Monrovia, connecting the public buildings and the many business houses of the city.

OWEN L. W. SMITH, *Consul-General.*

MONROVIA, *August 2, 1901.*

LOURENÇO MARQUEZ.

Two years ago this week, the South African war began. Up to that time, our trade with this port—the youngest in South Africa—had been in a flourishing condition.

During the year ended December 31, 1897, the imports of American goods at this port were valued at \$973,527, and for the following year these figures were doubled, amounting to \$1,884,785.

Only one country, Portugal, led us in the export trade to this port; but this is a Portuguese colony, and Portuguese goods enjoy a preferential customs tariff, being taxed in the local custom-house only one-tenth of similar goods from foreign countries.

Appearances indicated that our export trade during 1899 would be double that of 1898, but the quantity of American goods imported in 1899 can not be ascertained. With the breaking out of the war, our commerce with this port was practically killed.

Most of the merchants located here are Portuguese, German, French, Swiss, and other continentals. There are only four English importers.

The British are now operating the Delagoa Bay Railway, and, though the traffic is subject to interruption by the Boers, a considerable quantity of freight is dispatched over it.

When the war is over, the Cape and Natal ports and railroads, already congested, are bound to be blocked with the quantities of imported goods that will pour into the country, and the opportunity for this port will come. Local importers of American goods are getting ready to begin aggressive business operations.

Our exporters, however, should not remain satisfied with the present transportation facilities, but should take steps to secure the shipment of American goods to this port in direct steamship lines.

PUBLIC WORKS AND TRADE OPENINGS.

This province has no funded debt; it pays as it goes. No extensive public works have yet been taken in hand, for lack of funds.

Senhor Carlos H. Albers, the director of the Delagoa Bay Railroad, is the head of a harbor commission that has just been created here. It is the intention of this commission to begin in a small way the construction of wharves and piers at this port, and an order for a shipment of Australian jarra wood (the only wood that the Natal harbor

board found would resist the borer, which swarms in these waters) has been given. But no great work of this sort can be carried out until the war is over and the port is in receipt of a substantial revenue from imported goods. The custom-house and the railroad (owned and operated by the Government) are the principal sources of income, not only for Lourenço Marquez, but for the entire province of Mozambique as well.

Senhor Albers is an enterprising man and one who keeps in touch with American ideas, as he reads and speaks English fluently.

The technical and trade journals that this office receives are placed where I think they will do the most good. Some consulates receive one or more American newspapers gratis; this office has never been favored in this respect. Newspapers, as well as trade papers and technical journals, are always acceptable here.

As to chances for business in this district, in addition to those noted in a recent report,* there will be a demand for steel rails for about 120 miles of track on the Portuguese end of the Delagoa Bay Railway, which, like all other South African railroads, is built upon what is called in the United States the "narrow gauge."

The Transvaal portion of the Delagoa Bay Railway, some 400 miles of track in all, will probably have to be entirely relaid with new rails, and it is likely that this line, which is now a single track, will be doubled throughout its entire length.

These contemplated railway works, together with the electric street railway and the waterworks, already reported upon, offer a fine opening for the sale of American goods.

There will be a considerable demand for heavy Oregon pine timber for the new wharves; also for heavy iron work, bolts, etc., and for steam winches and hoisting engines.

Messrs. De Waal & Co., of this port, own the ice-making plant, which is protected by a concession from the Portuguese Government. They contemplate greatly enlarging it and erecting cold-storage warehouses here for the reception of Australian beef, mutton, and fruit.

W. STANLEY HOLLIS, *Consul*.

LOURENÇO MARQUEZ, *October 8, 1901.*

SUPPLEMENTARY.

I have just been able to procure the detailed customs statistics of this port for the year 1899, and from the mass of uncompiled statistics furnished me I have collected those of 1898, and these I inclose.

Owing to the fact that the provincial customs administration does not require the country of origin of imported goods to be stated, either on the packages or in the invoices, a great quantity of American goods that comes via British and European ports is classed among the imports from those countries.

Furthermore, the statistics of 1899 represent, as far as our country is concerned, but nine months' trade, as, after war had been declared in October, 1899, only one vessel arrived here from an American port, and she brought but a few hundred dollars' worth of cargo.

Some Portuguese merchants imported their American goods via Lisbon; these were classed with those from Portugal.

Some local French and Swiss merchants imported their American goods via Marseilles; these imports were dealt with as though of French origin.

Other merchants imported American goods via London, Hamburg, Cape Town, and Durban, and all these goods lost their identity.

Again, the local customs classification for 1899 differs from that of 1898. In 1898, the customs returns credited the United States with nearly \$600,000 worth of American timber; in 1899, the imports of American timber were not stated separately, but were lumped (for some reason unknown to me) with merchandise free of duty.

The records of this consulate show that \$80,600 worth of American timber was imported here during 1899 in American vessels, and that \$157,000 worth was imported in 1900 in American vessels. In addition, a considerable quantity of American timber was imported in foreign boats.

For about two years now, no steamers from the United States, except British transports, have visited this port, and none, so far as I know, are billed for the future. Only one sailing vessel, with general cargo, has arrived from the United States during this time.

Although at present the outlook for the extension of American trade at this port is not promising, I am confident that in the long run, the natural advantages of the port will be a powerful factor in the development of its commerce with the outside world.

It is apparent to the most casual observer that there will be a great demand for American goods in South Africa when the war is over. It is also a well-acknowledged fact that when no artificial obstacles intervene, commercial development follows the lines of least resistance, and these lines, as far as the trade of the richest part of South Africa is concerned, lead through Delagoa Bay and the port of Lourenço Marquez.

W. STANLEY HOLLIS, *Consul*.

LOURENÇO MARQUEZ, *October 24, 1901.*

Arrivals of vessels at the port of Lourenço Marquez from 1892 to 1900.

Nationality.	1892.				1893.				1894.			
	Naval.	Steam.	Sail.	Total.	Naval.	Steam.	Sail.	Total.	Naval.	Steam.	Sail.	Total.
Portugal	6	21	10	37	5	4	10	19	1	3	6	10
England	5	149	4	158	4	189	2	182	.....	186	9	195
Germany .....	.....	22	1	23	.....	24	1	25	2	81	4	87
France .....	.....	.....	2	2	.....	.....	2	2	.....	.....	2	2
Norway .....	.....	.....	4	4	.....	.....	8	8	.....	.....	11	11
Sweden .....	.....	.....	1	1	.....	.....	8	8	.....	.....	5	5
Zanzibar .....	.....	.....	1	1	.....	.....	6	6	.....	.....	3	3
United States .....	.....	.....	1	1	.....	.....	2	2	.....	.....	.....	.....
Austria .....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....
Denmark .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Italy .....	.....	.....	.....	.....	.....	.....	8	8	.....	.....	.....	.....
Holland	1	.....	.....	1	.....	.....	1	1	.....	.....	1	1
Belgium .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Russia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand total	12	192	24	228	10	197	38	252	3	220	42	265

Arrival of vessels at the port of Lourenço Marques, from 1892 to 1900—Continued.

Nationality.	1895.				1896.				1897.			
	Naval.	Steam.	Sail.	Total.	Naval.	Steam.	Sail.	Total.	Naval.	Steam.	Sail.	Total.
Portugal	26	9	4	39	6	17	9	32	11	20	8	39
England	7	218	15	240	13	245	29	287	18	276	29	323
Germany	4	35	5	44	5	34	8	47	1	48	13	62
France	1	2	3	6	9	5	14	1	37	2	40	40
Norway	2	19	21	42	2	30	32	64	2	44	46	46
Sweden	9	9	9	27	7	7	7	21	8	8	8	8
Zanzibar	1	1	1	3	1	1	1	3	1	1	1	3
United States	1	1	1	3	1	1	1	3	1	1	1	3
Austria	1	1	1	3	1	1	1	3	1	1	1	3
Denmark	1	1	1	3	1	1	1	3	1	1	1	3
Italy	1	1	1	3	1	1	1	3	1	1	1	3
Holland	1	1	1	3	1	1	1	3	1	1	1	3
Belgium	1	1	1	3	1	1	1	3	1	1	1	3
Russia	1	1	1	3	1	1	1	3	1	1	1	3
Grand total	39	265	59	363	25	308	100	433	32	384	118	534

Nationality.	1898.				1899.				1900.			
	Naval.	Steam.	Sail.	Total.	Naval.	Steam.	Sail.	Total.	Naval.	Steam.	Sail.	Total.
Portugal	7	64	4	75	8	84	6	98	10	58	4	72
England	7	294	11	312	24	265	13	292	42	124	5	171
Germany	2	40	10	52	2	41	7	50	3	58	3	59
France	1	36	2	39	1	24	1	26	1	47	1	49
Norway	1	25	27	53	1	16	16	33	1	3	3	3
Sweden	1	8	8	17	1	8	8	17	1	1	1	3
Zanzibar	1	1	1	3	1	1	1	3	1	1	1	3
United States	1	1	1	3	1	1	1	3	1	1	1	3
Austria	1	1	1	3	1	1	1	3	1	1	1	3
Denmark	1	1	1	3	1	1	1	3	1	1	1	3
Italy	1	1	1	3	1	1	1	3	1	1	1	3
Holland	1	1	1	3	1	1	1	3	1	1	1	3
Belgium	1	1	1	3	1	1	1	3	1	1	1	3
Russia	1	1	1	3	1	1	1	3	1	1	1	3
Grand total	17	435	70	522	37	405	61	503	58	286	27	371

Imports, by countries, at Lourenço Marquez during the years ended December 31, 1898 and 1899.

Country.	1898.		1899.	
	Local imports.	Imports in transit to Transvaal.	Local imports.	Imports in transit to Transvaal.
Portugal	\$825,524.75	\$151,091.69	\$825,046.00	.....
United States	814,326.76	1,070,458.30	154,104.00	\$968,759.00
British colonies	592,880.00		401,947.00	
Province of Mozambique (coastwise)	397,784.80		5,712.00	
Norway and Sweden	379,673.19		40,787.00	
Germany	225,190.72		815,968.00	
England	192,840.10		464,688.00	
France	109,996.14		98,867.00	
Holland	60,222.42		48,562.00	
Belgium	21,882.96		41,968.00	
Russia			40,898.00	
Transvaal			111,152.00	
Other countries	34,028.27		87,045.00	
Total	8,654,384.11	8,602,598.24	2,586,744.00	8,031,623.00
Total local and transit imports for each year	\$12,256,982.35		\$10,618,367.00	

Return of American goods imported at Lourenço Marquez for local trade and in transit to the Transvaal, during the years ended December 31, 1897, 1898, and 1899.

Goods.	1897.		1898.		1899.	
	Local.	In transit.	Local.	In transit.	Local.	In transit.
Bagging and sackings		\$898	\$178.20		\$661	
Beans, peas, and fruits, dried and canned	\$879	5,184	2,123.00	\$7,278.10	1,067	\$9,693
Beer	227		9,619.80	2,777.80	2,551	208
Boots and shoes				521.60		104
Butter	518	1,973	1,898.00	4,067.60	874	176
Candles	606		320.20	97.20		178
Canned goods, n. o. s.	5,958	11,855	346.70	17,118.60	2,594	6,132
Canvas	78	488	696.00	322.90	1,082	2,672
Cloth:						
Cotton		680				718
N. o. s.	372	2,099	81.60	546.90	331	2,157
Corn	75,524		44,771.10	2,480.80	12,609	32,770
Corn flour, meal, etc.		7,069	86.40	12,500.00	13	
Coffee						588
Cotton waste			73.44			
Crackers	22	1,137	111.67	129.60		
Crockery		270	316.43	780.80	25	87
Fish, preserved		113			152	239
Flour	17,719	210,067	37,570.00	275,000.00	32,981	
Glass, n. o. s.	15,859	279	27.00	556.20	63	90
Glassware	88	30	386.00	30.20		74
Guns		20	139.00	32.00		
Iron, manufactured	16,817	24,964	18,599.30	172.80	6,700	5,435
Hats						86
Kaffir hoes		166				
Kerosene oil	13,494	21,926	20,619.40	19,098.00	15,606	42,940
Lard	933	5,430	2,062.00	7,258.70	1,219	19,918
Matches	7	466	167.80			25
Medicines	1,982	666	1,450.40	817.50	678	167
N. o. s. (not otherwise specified)		27,910	32,062.50	49,722.00	8,833	72,626
Olive oil and other vegetable oils		2,293		97.20	1	198
Perfumery and toilet soaps	302		51.80			
Mirrors					16	
Preserved meats:						
In barrels	1,429	16	514.00	77.80		
In tins	3,254	46,798	4,657.30	57,070.00	8,847	70,090
Revolvers		422				
Soap, n. o. s.		54		59.40	42	1,307
Sugar		6,144		1,981.80	29	498
Tea		2,656				
Timber	18,492	260,816	585,360.00	90,647.60	11,738	
Tobacco, manufactured	29	475	483.80	213.80	22	178
Wheat	253		43,808.00	10,282.70		9,970
Whisky	241	211	139.70	258.10	131	753
Wine:						
Ordinary and vinegar		136			167	89
Sparkling						804
Wood, manufactured	58,231	39,670		36,075.20		44,042
Merchandise free of duty:						
Sewing machines, typewriters, mining and agricultural machinery		57,469	5,717.32	170,000.00	687	
Tools				40,000.00		
Railway supplies		4,277		12,000.00	43,427	
N. o. s.		1,046		151,000.00	1,008	
Total	233,313	740,214	814,326.76	1,070,458.80	154,104	968,799
Total imports plus transit for each year	\$978,527		\$1,884,785		\$1,122,863	

MADAGASCAR.

Official statistics just published by the customs service of Madagascar give the following figures (corrected) with reference to the great African island for 1900. It appears that imports amounted to about \$7,810,866.90, an increase of \$2,422,960.40 over the preceding year, while exports were \$2,050,395.33, an increase of about \$497,438.58 over 1899.

The following is the rank of the different ports of the island:

Port.	Imports.	Exports.	Total.
Tamatave	\$2,860,249.88	\$558,639.10	\$2,918,888.98
Diego Suarez	1,806,589.05	76,256.81	1,882,795.86
Majunga	1,647,436.28	290,121.40	1,937,607.68
Nossi Be	641,765.91	127,747.47	769,513.38
Vatomandry	602,822.00	120,954.45	723,776.45
Mananjary	457,852.66	93,447.12	551,299.78
Tulear	103,690.18	143,642.76	247,332.94
Vohemar	26,236.25	128,465.04	154,701.29
Fort Dauphin	86,782.90	56,809.99	142,592.89
Andevorante	84,331.73	20,393.54	104,725.27
Ste. Marie	13,269.94	22,224.58	35,494.52
Moronidava	26,603.50	2,789.99	29,393.49
Farafangana	14,198.81	3,525.20	17,724.01
Mahanoro		5,794.46	5,794.46
Mainitranio		2,743.88	2,743.88
Ambohibe		2,430.88	2,430.88
Soalala		164.05	164.05

All ports except Ste. Marie and Vohemar show an increase in imports. The fifteen principal commodities imported, according to their importance, were:

Articles.	Amount.	Increase over 1899.
Cloths	\$2,019,621.16	\$119,775.60
Wines	448,321.82	29,192.60
Brandies	436,870.36	115,532.38
Rice	352,918.45	195,878.99
Furniture	323,630.31	299,016.05
Worked metals	291,257.20	11,892.66
Coal	289,562.03	255,813.00
Metals	216,500.06	118,844.45
Flour	196,456.82	*44,235.40
Clothing	171,286.72	76,317.80
Lumber	159,064.69	114,664.77
Iron pots	101,927.35	56,785.04
Household articles	101,906.12	20,684.19
Arms, etc	85,440.13	60,806.90
Various	138,316.15	14,547.37

* Decrease.

The principal exports, according to their rank and value, were:

Articles.	Value.	Increase (+) or decrease (-) compared with 1899.
Gold dust	\$641,354.82	+ \$500,540.67
Rafia	393,361.66	+ 100,100.80
Rubber	353,539.13	- 73,598.62
Oxen	223,077.12	+ 60,432.35
Hides	102,732.74	- 49,990.47
Wax	98,005.20	- 3,420.61
Gold (crude)	51,113.34	- 15,041.92
Vegetables (dried)	47,373.97	+ 5,979.72
Vanilla	42,569.31	+ 15,405.84
Hair (vegetable)	14,192.07	+ 10,547.83
Turtle shells	13,279.55	- 336.90
Cloves	12,517.01	+ 9,418.20
Empty bags (straw)	10,041.79	+ 7,414.48
Woods (native)	8,160.00	- 5,391.45
Rice	4,590.70	- 10,826.33
Gum copal	3,442.73	- 3,132.97
Cacao	2,324.68	+ 1,596.69

France seems to have furnished most of the imports, sending 34,000,000 francs (about \$6,562,000) out of a total of 40,000,000 francs (\$7,720,000). The other countries were:

Country.	Amount.	Increase (+) or decrease (-) com- pared with 1899.
England	\$263, 871. 33	+\$186, 960. 58
French colonies	252, 992. 89	+ 122, 214. 35
Africa	167, 110. 20	+ 50, 713. 26
Réunion	141, 101. 53	— 37, 304. 55
Germany	116, 224. 21	+ 48, 851. 19
India	79, 971. 28	+ 35, 793. 00
Sweden	49, 675. 11	+ 23, 868. 11
America	6, 332. 13	— 6, 041. 86
Mauritius	800. 56	— 5, 822. 23

The exports were divided between the following countries:

Country.	Amount.	Increase (+) or decrease (-) over 1899.
France	\$1, 386, 516. 05	+\$452, 725. 50
Germany	254, 628. 37	— 21, 388. 26
Africa	104, 861. 72	+ 82, 217. 48
Réunion	82, 190. 83	— 17, 747. 34
England	67, 766. 54	— 14, 853. 24
English colonies	53, 940. 99	+ 220. 40
Mauritius	42, 217. 20	+ 14, 858. 51
French colonies	8, 162. 74	— 9, 159. 58
India	8, 084. 19	+ 2, 414. 58

The imports and exports by vessels were:

Flag.	Imports.	Exports.
French	\$7, 264, 699. 30	\$1, 732, 444. 14
English	300, 836. 42	48, 552. 04
German	160, 265. 07	246, 325. 13
Norwegian	28, 062. 20	.....
Indian "junks"	52, 553. 51	.....
Other nations	2, 600. 40	.....

There were 4,351 French vessels entered and cleared during the year, with a tonnage of 912,722; 1,859 English vessels, with a tonnage of 41,224; 85 German vessels, with a tonnage of 38,227; 43 Indian "junks," with a tonnage of 3,671, and 62 vessels of other nations, with a tonnage of 15,096. There was a total of 6,400 vessels, with a tonnage of 1,010,941, which debarked 35,399 and embarked 26,025 passengers. The vessels were distributed thus among the ports of Madagascar:

Port.	Number of vessels.	Tonnage.
Diego Suarez	131	194, 852
Tamatave	406	173, 124
Majunga	1, 159	158, 768
Nossi Be	289	110, 843
St. Marie	88	50, 824
Morondava	696	43, 900
Vatomandry	64	39, 030
Mananjary	44	33, 183
Analanava	866	38, 828
Ambohibe	161	32, 011

ST. HELENA.

The following annual trade and other statistics of St. Helena have been culled from the Colonial Blue Book, kindly placed at my disposal by the local government.

While there have been apparently no imports from nor exports to the United States for the year under review, it will be observed that owing to the presence of over 4,650 Boer prisoners of war and 1,500 British troops, the imports of live oxen, food-stuffs, clothing, and materials have increased abnormally; and although importations for the Government pay no duty nor wharfage dues, the annual customs revenue has increased from £3,704 (\$18,026) in 1890 to £10,426 (\$50,738) in 1900.

The following shows the imports of wine, beer, spirits, and tobacco, also the total customs revenue from these sources from 1891 to 1900:

Year.	Wine.	Beer.	Spirits.	Tobacco.	Revenue.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Pounds.</i>	
1891.....	6,088	9,264	1,489	5,306	\$18,026
1892.....	6,387	16,837	1,635	6,001	21,179
1893.....	7,318	22,988	2,070	9,384	24,556
1894.....	7,187	9,806	1,981	7,091	22,814
1895.....	5,859	18,944	2,163	6,085	24,444
1896.....	6,912	23,470	2,191	8,790	23,393
1897.....	5,342	35,045	2,676	7,600	22,498
1898.....	5,490	29,524	2,165	7,388	23,768
1899.....	6,377	42,264	3,842	10,765	31,866
1900.....	8,994	72,156	5,949	19,583	50,738

The new census returns show a considerable decrease in the number of inhabitants proper. This is partly accounted for by emigration to the Cape and Natal colonies. The population in 1891 was 3,877; in 1901, it was 3,342; decrease, 535. Other statistics are given below:

Total value of imports from—	
Great Britain and colonies	\$841,410
United States direct	Nil.
Total value of exports to—	
Great Britain and colonies	\$21,075
United States direct	Nil.
Volume of trade in 1900	\$845,625
Revenue of St. Helena, 1900	\$78,959
Expenditure, 1900	\$63,018
Public debt, 1900	Nil.
Government savings bank funds due to depositors	\$109,983
Total shipping arrivals, 1900—	
Steamers	{ number.. 71
	{ tonnage.. 203,603
Sailers*	{ number.. 96
	{ tonnage.. 102,837
British and foreign war ships and transports—	
Number	40
Tonnage	178,328
Population, December, 1900 (inclusive of troops, but exclusive of 2,454 Boer prisoners)	5,316
Registered births, 1900	116
Registered marriages, 1900	35
Registered deaths (including Boers, troops, and seamen)	162
Rainfall, average 4 stations.....inches..	36

* Including 6 American sailers; tonnage 6,561. Digitized by Google

Temperature—

Jamestown.....	{maximum..	76
	{minimum..	70
Rural districts.....	{maximum..	67
	{minimum..	56

Changes in customs tariff Nil.

Imports in detail.

FROM GREAT BRITAIN.

Article.	Quantity.	Value.
Animals—Oxen, Imperial Government account.....	number..... 800	\$200,000
Horses, Imperial Government account.....	do..... 4	
Horses, on private account.....	do..... 6	2,625
Beer (duty paid).....	hogsheads..... 1,327	18,000
Boats.....	number..... 4	305
Building materials—		
Imperial Government account.....	tons..... 1,579	
Colonial government account.....	do..... 87	
Private account.....	do..... 63	22,660
Chemicals and drugs.....	packages..... 68	2,870
Cement, private account.....	barrels..... 46	475
Cigars and cigarettes (duty paid).....	pounds..... 5,114	7,250
Coal—		
Imperial Government.....	tons..... 648	
Private account.....	do..... 4,388	31,475
Drapery, textiles, cotton, and other dry goods.....	packages..... 342	39,550
Earthen and glass ware.....	do..... 108	4,121
Explosives—		
Imperial Government.....	do..... 967	
Private account.....	do..... 17	20,390
Flour, sacks and barrels.....	number..... 129	800
Grain, seeds, etc.:—		
Private account.....	sacks..... 1,076	4,805
Imperial Government.....	do..... 126	6,650
Hardware, lead, etc.....	packages..... 162	2,895
Lime juice.....	gallons..... 86	130
Leather, boots, and shoes.....	packages..... 62	5,955
Marine stores.....	do..... 71	865
Machinery.....	do..... 38	14,295
Margarins.....	do..... 51	730
Meat, canned, mostly on Imperial Government account.....	tons..... 4,220	16,880
Musical instruments.....	packages..... 11	429
Oilman's stores.....	do..... 5,495	71,855
Oil, kerosene:—		
Imperial Government.....	do..... 3,673	
Private account.....	do..... 422	8,120
Onions.....	do..... 406	1,660
Oat hay, Imperial Government.....	tons..... 216	6,460
Rice.....	sacks..... 2,456	10,670
Specie, mostly on Imperial Government account.....	packages..... 11	75,000
Spirits—brandy, whisky, rum, gin, liquors etc.....	gallons..... 6,118	18,095
Stationery.....	packages..... 64	1,915
Sugar.....	do..... 1,195	8,615
Tea.....	do..... 184	2,895
Timber.....	cubic feet..... 681	550
Tobacco, duty paid.....	pounds..... 14,650	8,170
Potatoes.....	sacks..... 738	1,595
Salt provisions.....	barrels..... 300	6,125
Sundries—biscuit, clothing, groceries, boots, equipments, war stores:—		
Imperial Government account.....	packages..... 26,916	145,785
Colonial government.....	do..... 7	570
Wine, duty paid.....	gallons..... 8,876	14,775
Sundries, private account.....	packages..... 409	9,520

FROM AUSTRALIA.

Flour.....	sacks..... 2,781	\$15,025
Grain and seeds.....	do..... 2,176	9,325
Oilman's stores and canned goods.....	packages..... 120	950
Timber.....	cubic feet..... 798	760

Imports in detail—Continued.

FROM CAPE COLONY AND NATAL.

Article.	Quantity.	Value.
Chemicals.....packages..	5	\$55
Grain, seeds, etc.:		
Imperial Government.....tons.	64	} 4,670
Private account.....sacks.	814	
Kerosene.....packages.	600	1,475
Onions.....do.	44	190
Oilman's stores.....do.	160	1,200
Sundries:		
Clothing, food stuffs, and war stores, Imperial Government.....do.	3,007	} 3,385
Private account.....do.	50	
Wines, duty paid.....gallons.	409	560
Flour, sacks:		
Imperial Government.....	873	} 4,990
Private account.....	80	

FROM EAST INDIES AND MAURITIUS.

Beef and pork.....packages..	5	\$90
Oilman's stores.....do.	17	255
Sugar.....bags.	37	415
Sundries.....packages..	14	200

Exports.

TO GREAT BRITAIN.

Hides and skins.....packages..	300	\$1,000
Specie (gold and silver).....boxes.	7	18,925
Wool.....bales..	6	450

SHIPPING FROM BOND.

Spirits.....gallons.	207	(*)
Tobacco.....pounds.	839	(*)
Wines.....gallons.	10	(*)

* Value comprised in imports.

As stated in my previous commercial relations reports, many of the imports of food stuffs and general merchandise by the Imperial Government and private firms are products of the United States, though they do not figure as such in the island statistics, for the reason that they are brought from England or Cape Colony in British bottoms, and consequently I am unable to obtain correct data, though the items carry their own suggestions as to country of origin. American merchants desirous of extending their business to this remote spot should employ small sailing vessels to ply between the United States and this island. Such an effort would be warmly appreciated by the inhabitants, as just now, owing in a large measure to the influx of soldiers and Boer prisoners of war, all kinds of food stuffs, lumber, kerosene, stock feed, firewood, coal, salt provisions, etc., are at almost prohibitive values.

Owing to the island having been declared a prison and no person being allowed to land without a permit from the governor, and because of the quarantine consequent upon the outbreak of bubonic plague in South Africa, the shipping trade, which in former years was the mainstay of the island, has lamentably decreased. Especially

is this the case as regards American sailing vessels; but I believe this falling off to be only of a temporary nature, and that matters will right themselves when the blessings of peace are restored and bubonic plague becomes a matter of history.

ROB. P. POOLEY, *Consul*.

ST. HELENA, *July 1, 1901*.

SUPPLEMENTARY.

This island continues to be without direct intercourse with the United States, but frequent inquiries are made by American merchants and manufacturers as to the market for goods in their respective lines in this far-off and minute British colony, and it always affords me great pleasure to give all information at my command. It is undeniable that a by no means small portion of the imports consists of American produce and manufactures, brought here in British bottoms from the United Kingdom. This is true of lumber, kerosene, salt beef and pork, canned goods, tobacco, cattle feed, hardware, etc.

The abnormal increase in imports that has obtained since the advent of the prisoners of war, and the garrison must continue during the enforced stay of this supplementary population; and although for reasons herein stated it is impracticable to arrive at actual figures of imports by the Imperial Government of goods of American origin, at least it is consoling to know that indirectly, our country has its share of the island commerce.

The imports into St. Helena from January 1 to June 30, 1901, were:

Imports into St. Helena, January 1 to June 30, 1901.

FROM GREAT BRITAIN.

Articles.	Quantity.	Value.
Animals, horses.....number.....	5	\$2,400
Beer, duty paid.....hogsheads.....	1,515	28,510
Do.....dosen bottles.....	1,069	8,010
Boats.....tons measurement.....	54	140
Beef and pork.....casks.....	111	2,265
Butter.....packages.....	345	10,020
Chemicals and drugs.....do.....	118	2,825
Cigars and cigarettes, duty paid.....pounds.....	5,999	8,020
Coal, steam.....tons.....	1,391	14,650
Drapery, textiles, cotton, and other dry goods.....packages.....	210	31,420
Earthen and glass ware.....do.....	134	2,440
Explosives.....do.....	55	850
Flour.....do.....	55	280
Grain, seeds, etc.....do.....	525	2,825
Hardware, lead, etc.....do.....	799	8,560
Lime juice.....gallons.....	83	35
Leather, boots, and shoes.....packages.....	39	4,710
Marine stores, tar, pitch, resin, paints, paint oils, etc.....do.....	57	285
Machinery.....do.....	46	16,880
Margarine.....do.....	21	375
Musical instruments.....do.....	7	1,010
Oilman's stores.....do.....	4,066	44,830
Onions.....do.....	236	850
Rice.....sacks.....	1,797	7,830
Spirits, brandy, whisky, rum, gin, etc., duty paid.....gallons.....	4,256	10,640
Stationery.....packages.....	54	1,765
Sugar.....do.....	606	4,645
Tea.....do.....	175	3,385
Timber.....cubic feet.....	586	225
Tobacco, duty paid.....pounds.....	16,747	8,960
Wines, duty paid.....gallons.....	5,235	8,725
Sundries and small goods.....packages.....	185	5,635

Imports into St. Helena, January 1 to June 30, 1901—Continued.

GOODS IMPORTED ON HIS MAJESTY'S SERVICE.

Articles.	Quantity.	Value.
Cattle (oxen).....number..	1,119	(s)
Horses.....do.....	8	(s)
Army service stores ^b.....packages..	33,454	(s)
Chief ordnance officer ^a.....do.....	3,091	(s)
Fire gault bricks.....number..	192,543	(s)
Firewood.....tons.....	569	(s)

FROM SOUTH AUSTRALIA.

Animals, sheep.....number..	7	\$75
Beef and pork.....casks..	1	15
Flour.....sacks.....	2,310	12,050
Grain and seeds.....do.....	1,727	6,385
Oilman's stores.....packages..	80	500
Timber.....cubic feet.....	485	450
Sundries and small articles.....packages..	2	50

FROM CAPE TOWN AND NATAL.

Kerosene.....cases..	100	\$350
Sundries.....packages..	63	945

^a Value not ascertained.^b These consist of hard bread, flour, oats, hay, canned meats, vegetables and milk, sugar, tea, coffee, tobacco, kerosene, potatoes, onions, boots and shoes, oil cake, blankets, clothing, medical comforts, etc.^c Hardware, shot, shell, powder, explosives, machinery, tools, building materials, warlike and other stores and equipments, tents, barbed wire, iron tanks and pipes, etc., lumber.

NOTE.—Owing to existence of bubonic plague and consequent quarantine restrictions, this trade was abandoned

Exports.

TO GREAT BRITAIN.

Articles.	Quantity.	Value.
Hides and skins.....packages..	1,099	\$3,120
Specie—gold and silver.....do.....	6	13,350
Wool.....bales.....	7	250
Old metal.....tanks.....	24	75

WHARF.

The wharf has been considerably extended and built up with solid masonry, and an 8-ton crane has been erected for heavy goods.

QUARANTINE.

The quarantine regulations are less rigid; and in conformity with the Venice convention, vessels over ten days at sea from an infected port, with no appearance of infection, are now admitted to pratique and enjoy all privileges of the port, under mild precautionary measures as to landing textile fabrics.

No regulations nor taxes exist in any way especially affecting the American marine or commerce in this port.

EXHIBITION.

The industrial exhibition which was held in 1900 resulted in complete success; for, after paying all expenses, a balance of \$110 was handed to the committee of management by the treasurer.

The exhibits for the most part consisted of fancy work, of which some beautiful native designs in pillow, Honiton, and Maltese lace were especially attractive, and this may also be said of the hand needlework in underwear and specialties, the designs in aloe fiber, straw, seed, shell, fish scales, and wool work, models, paintings, photography, hand carving, chip carving, pottery (of native clays), made and exhibited by the governor, garden products, cured fish, etc.

In this connection I may mention that by permission of the local authorities, many of the Boer prisoners of war contributed fine specimens of models of machinery and handicraft, among which was a miniature gold-stamping machine, complete in every detail, hand carving in frames, and walking canes, jewelry, etc., on the whole, a most creditable and attractive exhibit, especially in view of the primitive tools, made also by themselves.

WATER SUPPLY.

A powerful condensing apparatus has just been fitted up by military experts near the sea, in Ruperts Valley, for the purpose of supplementing the supply of fresh water for the use of the troops and prisoners of war at Deadwood Camp. The water will be forced up in iron pipes, by hydraulic pressure, a distance of about 2 miles from the base.

Shipping arrivals January 1 to June 30, 1901.

Nationality.	War ships and transports.		Mail and merchant steamships.		Merchant sailing ships.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
American					4	2,015	4	2,015
British	8	21,814	47	137,843	13	17,709	68	177,366
French					1	1,125	1	1,125
German					4	4,591	4	4,591
Italian					1	900	1	900
Norwegian					3	2,409	3	2,409
Russian					1	378	1	378
Swedish					1	1,228	1	1,228
Total	8	21,814	47	137,843	28	30,356	88	190,012

ROB. P. POOLEY, *Consul.*

ST. HELENA, *September 24, 1901.*

SENEGAL.

I inclose statements of the trade of this colony for the last three years. It will be seen that the total in Table 3, which gives a detailed account of the exports, does not agree with the amount as stated in Table 2, and I am unable to account for this discrepancy. I obtained the figures in Table 3 from a publication issued by the Government and not from the custom-house.

No exports have been sent direct to the United States, for the reason

that we have no direct steam communication with Africa and the time for sailing vessels has gone by.

The imports from the United States consist mostly of articles which are not produced in Europe, such as tobacco, pitch-pine lumber, and petroleum. These are brought in European vessels, the tobacco coming mainly via Liverpool, nearly 2,400 miles out of its course.

England is well connected with this colony by steam and, as a consequence, supplies it largely with cotton goods and hardware. The decline in trade during the latter part of 1900 was due to the presence of yellow fever in the colony.

P. STRICKLAND, *Consul*.

GOREE DAKAR, *October 25, 1901.*

Imports into Senegal, 1898, 1899, 1900.

From—	1898.	1899.	1900.
France and French colonies	\$4,195,800	\$6,885,980	\$6,397,570
All other countries	2,435,200	8,125,985	2,963,466
Total	6,631,000	10,011,965	9,361,026

Exports from Senegal, 1898, 1899, 1900.

To—	1898.	1899.	1900.
France and French colonies	\$4,626,795	\$3,649,665	\$5,403,485
All other countries	1,202,565	1,059,620	1,182,940
Total	5,829,350	4,709,285	6,586,425

Produce, etc., exported by sea from Saint Louis, Dakar, Rufisque, Nianing, Zool, Foun-dionne, and Carabane, ports of Senegal, during the year 1900.

Name of articles.	Quantity.	Weights.	Value.	
		Kilos.	Francs.	Dollars.
Horses, mules, asses	14		2,180	421
Beef animals, goats, sheep	183		6,845	1,225
Finches and other birds (alive)	55,811		21,568	4,163
Hides and skins of animals		33,746	8,144	1,571
Birdskins, plumes, mounted, and for ornamenta- tion on hats			29,958	5,782
Beeswax		3,879	6,705	1,294
Fish bladders		1,273	1,628	296
Elephant tusks		5,504	28,054	5,416
Horns		12,250	1,842	356
Small corn of the country		1,200	180	35
Flour from Legumes		500	250	48
Palm kernels		430,559	64,584	12,466
Peanuts:				
Unshelled		140,921,006	24,241,081	4,678,519
Shelled or decorticated		914	274	53
Graine de Bentaïre		3,865	494	95
Gum Senegal		2,509,128	2,336,002	450,848
Caoutchouc		440,394	2,136,567	412,367
Firewood			20	3
Roots, bark, and flowers			196	38
Raw cotton		64,408	12,861	2,482
Calabashes		3,309	320	178
Fiber		763	40	7
Indigo leaves		280	56	10
Gold			106,251	20,506
Glue stock		800	248	47
Cotton fabrics (manufactured in the country)		73	305	58
Mats		7,928	225	43
Curiosities, etc.		18,737	34,554	6,660
Total			29,041,394	5,604,964

SOUTH AFRICA.

Owing to the war and the plague, customs officials have been unable to collect the usual annual statistics of the business of the colonies for the twelve months ended December 31, 1900, and as all imports for the use of both the imperial and the colonial military forces are admitted duty free, it will be impossible to make an accurate comparison with the trade of the preceding year. Available figures show, however, that the imports from the United States in 1900 were greater than those of 1899, and that the United States continues to stand second among the countries exporting direct to South Africa, notwithstanding the large amount of supplies it ships to South Africa via England.

The general situation since my last report has not changed for the better. The war drags along; trade in the Transvaal and the Orange River Colony languishes; the fields are bare and practically no planting has been attempted. Several thousand Uitlanders have returned to Johannesburg to prepare the mines for future operation. A number of these mines are at present engaged in working up the ore mined before the outbreak of the war, but they can not be run at full capacity until the return of the native refugees, which will probably not be until after the cessation of hostilities.

It was hoped that the vast quantity of merchandise, mining machinery, and supplies awaiting transportation at the coast ports could be entrained, and a considerable number of freight cars and engines had been secured for that purpose (20 of these locomotives were purchased in the United States); but with the liberation of orders came the bubonic plague, which checked business, prevented the moving of trains, caused an exodus of the population, and upset values. The plague appeared among the dock laborers, who, through fear, stopped work. Aside from the dread of the natives of the disease, the compulsory inoculation of all persons employed at the docks added to their terror. As a result, vessels were often obliged to remain in the bay for weeks. Several American ships have been delayed for as long as two or three months. The discharging of cargo was slow enough, and the plague only added to the confusion. At one time, there were in the harbor no fewer than 100 steamships and quite as many sailing vessels, with cargoes valued at nearly \$25,000,000. Government and military supplies are always discharged first. Trade is not inactive, however, and many arrangements in anticipation of an early termination of the war are being made. Orders have been placed for steel rails and rolling stock, which will be required on the cessation of hostilities; also for bridge and structural iron, and galvanized sheet iron, immense quantities of which will be needed. The rebuilding of the telegraph lines will call for much material; and the various electric installations, and sanitary and water works planned or under way, are to be completed.

The total value of the imports from the United States into South Africa (British and Portuguese Africa) amounted in 1900 to £4,127,428 (\$20,086,128.36), as compared with £3,430,565 (\$16,694,894.57) in 1899, an increase of £696,863 (\$3,391,283.79). To this amount should be added the large imports for military use, and the merchandise shipped from the United States via England. Neither the number nor the value of the horses and mules purchased in the United States is entered

at the custom-house here. It is also to be regretted that the exports from the United States to South Africa that passed through Delagoa Bay and Beira can not be specified. Owing to the lack of statistics, as above mentioned, the increase in many articles over the importation of 1899 can not be shown. An increase in the imports from the United States over the preceding year, however, is noticed in bacon, beef (salted and pickled), corn, wheat, fruits, and nuts, leather (manufactured), horses, clocks, and watches, hardware and builders' tools, scientific apparatus, telegraph material, typewriters, oil and wax, turpentine, tobacco (manufactured), passenger and freight cars, locomotives, and timber; while among the decreases are canned beef, flour, lard, cotton manufactures, agricultural implements, books, maps, and engravings, boots and shoes, bicycles, steel rails, and furniture. The losses in beef and flour are explained by Australian and Argentine competition, and in the demand for agricultural implements, etc., by the war.

IMPORTS OF CAPE COLONY.

The total value of all merchandise entered (exclusive of Government imports) in 1900 was £17,161,811 (\$83,517,952.23), against £15,370,971 (\$74,802,830.37) in 1899, an increase of £1,790,840 (\$8,715,122.86), or 10.6 per cent. This is the largest total in the history of the colony, except in 1897, when £4,774,649 (\$23,235,829.36) worth was sent forward to the Transvaal, against nothing in 1900. Nearly all the increase has been in the trade of Cape Town.

Imports of Cape Colony, by countries, in 1900.

Country.	Value.	
United Kingdom.....	£11,052,428	\$53,786,640.86
Australasia.....	1,350,909	6,574,198.65
Canada.....	4,586	22,287.77
India.....	200,875	977,558.19
Mauritius.....	351,718	1,711,635.65
Natal.....	557,596	2,718,540.98
Other British possessions.....	11,903	57,925.95
United States.....	1,772,580	8,626,260.57
Argentine Republic.....	257,421	1,252,739.30
Austria.....	2,075	10,979.99
Belgium.....	264,584	1,287,607.04
Brazil.....	215,398	1,048,224.37
China.....	27,250	132,610.13
France.....	106,574	1,018,642.37
Germany.....	554,541	2,697,673.78
Holland.....	166,639	810,948.69
Italy.....	7,060	35,833.99
Japan.....	2,006	9,762.20
Ladron Islands.....	7,520	37,462.58
Madagascar.....	58,133	282,914.24
Norway.....	140,406	683,285.80
Portugal.....	48,049	233,830.46

The increases of imports for 1900 over 1899 are noted in the following table (I give quantities where possible, instead of values, as values differ):

Imports into Cape Colony, by articles, in 1900.

Articles.	Quantity.	Value.	
Ale and beer.....	gallons.....	385, 604	
Apparel and slops.....			£58, 247
Boots and shoes.....	pairs.....	11, 421	\$259, 126. 58
Butter and margarin.....	pounds.....	1, 474, 490	
Candles.....	do.....	89, 567	
Cement.....	do.....	14, 272, 269	
Cheese.....	do.....	636, 093	
Clocks and watches.....			2, 634
Chicory.....	pounds.....	198, 116	12, 818. 36
Coffee.....			43, 947
Confectionery and cocoa.....	pounds.....	2, 673, 819	213, 868. 08
Cereals:			
Flour.....	do.....	22, 207, 838	
Corn.....	do.....	26, 995, 177	
Oats.....	do.....	33, 415, 431	
Cotton manufactures.....			60, 775
Haberdashery and millinery.....			91, 589
Hats.....	dozen.....	28, 281	295, 721. 54
Iron (bar, bolt, and sheet).....			445, 717. 89
Leather, manufactured.....			23, 920
Linen manufactures.....			126, 528
Meats, salt and preserved.....	pounds.....	1, 424, 420	81, 248
Oil, mineral.....	gallons.....	117, 759	152, 068. 39
Railway material.....			290, 294
Provisions.....			272, 889
Saddlery and harness.....			20, 025
Soap, common.....	pounds.....	2, 098, 973	973, 416. 80
Stationery, including printing paper.....			2, 062
Sugar, refined or candy.....	pounds.....	2, 464, 754	10, 084. 72
Tea.....	do.....	1, 211, 220	
Tobacco:			
Unmanufactured.....	do.....	694, 106	
Cigars.....	do.....	10, 729	
Cigarettes.....	do.....	414, 089	
Others.....	do.....	203, 707	
Wine.....	gallons.....	85, 025	
Wood, manufactured.....			88, 612
Woolen manufactures.....			24, 761
			431, 240. 30
			120, 499. 41

In these increases is not included the great bulk of supplies for the armies.

Statistics of Cape Colony, necessarily incomplete, show the following gains by countries:

Australasia.....	\$3, 971, 818
Argentine Republic.....	879, 634
France.....	178, 849
Holland.....	100, 965

Strange to say, the trade of Canada shows no increase, although the increase over 1899 was actually very large. All other countries, apparently, fell off in their exports hither.

EXPORTS FROM CAPE COLONY.

The total value of the colonial products (including gold and diamonds) exported amounted to £7,042,388 (\$34,271,781.20), against £22,931,386 (\$100,108,939.97) in 1899, the decrease, in part, being gold and diamonds, viz, 1899, gold, £13,815,683 (\$67,534,021.32); diamonds, £4,135,583 (\$20,125,814.67).

Tonnage delivered at the ports of Cape Colony by foreign and British vessels.

Nationality.	Steam-ships.	Sailing vessels.	Total.
British:	Tons.	Tons.	Tons.
1899.....	2,701,138	202,434	2,903,572
1900.....	4,064,768	246,898	4,311,666
Foreign:			
1899.....	211,909	208,666	420,575
1900.....	243,079	258,721	496,800

COST OF LIVING IN JOHANNESBURG.

The following shows the prices of food, etc.:

Corned beef, per pound tin.....	\$0. 32
Oatmeal, per pound.....	. 12
Paraffin, per gallon.....	. 42
Rice, Patna, 168-pound bag, per pound.....	. 07
Salt, table, per packet, pound.....	. 06
Pearl barley, 7-pound tin.....	. 81
Cabin biscuits, per pound.....	. 16
Butter, per pound.....	. 56
Candles, per packet.....	. 14
Cheese, per pound.....	. 30
Corn flour, per pound.....	. 20
Coffee, ground, per pound.....	. 40
Golden sirup, 1-pound tin.....	. 12
Jams, Natal, 1-pound tins.....	. 24
Sugar, best Natal yellow or white, per pound.....	. 09
Bran, per bag, 100 pounds.....	3. 12
Flour:	
Per bag, 100 pounds (A grade).....	4. 75
Per bag, 100 pounds (B grade).....	5. 75
Mealies:	
Whole, per bag, 100 pounds.....	5. 50
Crushed, per bag, 100 pounds.....	5. 50
Meal:	
Boer (unsifted), per bag, 203 pounds.....	10. 00
Boer (sifted), per bag, 203 pounds.....	10. 25
Mealie meal, per bag, 183 pounds.....	7. 50
Potatoes, per pound.....	. 08
Rye, per bag.....	7. 50
Tobacco:	
Transvaal, cut, per pound.....	. 75
Cape Cavendish, per pound.....	1. 25
Eggs, per dozen.....	2. 50

Coast ports are about 10 per cent less.

The cost of living has increased, and is still increasing, in a marked degree, not only in the coast towns but throughout the country, making it very difficult for government and other employees to keep free from debt. Increased prices are demanded for everything, and the range of selection has been largely curtailed. Overcrowding of the cities has forced up the rents enormously, and the different town councils are discussing the feasibility of erecting dwellings to house the working classes.

AMERICAN MANUFACTURES IN CAPE COLONY.

To make a list of all the articles of American manufacture sent here during the last four years would occupy many pages. They have, in the great majority of cases, been found efficient and durable. "That is

another handy American trick," is a common saying. One can hardly enter a house without seeing some greatly appreciated American-made articles. Our kitchen ware and furniture adorn many a home. The natives are astounded when they see light, strong, and efficient American agricultural implements at work in the field. The American organ is a frequent sight, and scholars sit in the schools at neat and comfortable desks "made in America." American pews in the churches make poor services less tedious. The old and heavy English knives and axes are passing away, and the American hatchets and scientific axes are cutting the kindling wood for the home and hewing down the forests. Where 6 yoke of oxen were once seen pulling an 8-inch plow, our American plows with 1 yoke now do the work, and the day is fast disappearing when it takes from 6 to 8 yoke to draw a wagon; 1 American wagon, carrying the same load, can be drawn with 2 yoke, or a good team of horses. Imitations of American products are ever present, but there is always something about them, some little addition or change, that discloses their origin.

The Hansa Line, which has just inaugurated a steamer service from New York to Cape ports, has greatly reduced freight rates, taking cargo at 15s. (\$3.64) per ton instead of 50s. (\$12.15).

The railroads are owned by the government, and were of great assistance during the war, although the destruction of lines and rolling stock has been considerable. In 1900, £942,709 was expended for engines, cars, new works, and for relaying the roads with 60-pound steel rails, in all of which the United States had a share. The railways are well conducted, and every year pay a goodly revenue to the government. Over 40,000 tons of coal, mostly colonial, are consumed monthly.

IMPORTS AND EXPORTS OF NATAL.

Value of imports into the colony of Natal during the year 1900, showing countries of origin (so far as can be stated).

Country.	Value.	
United Kingdom.....	£3,856,750	\$18,768,878.74
British colonies.....	1,015,457	4,941,721.49
Austria.....	607	2,953.97
Belgium.....	42,687	207,736.29
France.....	27,595	134,291.07
Germany.....	163,878	797,512.29
Holland.....	31,001	150,866.37
Italy.....	6,043	29,408.26
Norway and Sweden.....	61,681	300,170.59
Portugal.....	2,959	14,399.97
Spain.....	119	579.11
China.....	1,000	4,866.50
Japan.....	309	1,508.75
Java.....	1,628	7,922.66
Sumatra.....	224	1,090.10
Egypt.....	1,384	6,735.24
Canary Islands.....	191	929.50
Madagascar.....	5,012	24,390.90
Portuguese East Africa.....	31,152	151,601.21
United States.....	538,499	2,620,605.38
Argentine Republic.....	115,686	562,985.92
Brazil.....	7,656	37,357.92
Total.....	5,911,518	28,768,527.33

In 1899, the total was \$26,080,833.

The total exports from Natal were: In 1900, £1,135,322 (\$5,524,-984.51); in 1899, £1,905,228 (\$9,271,792.06).

Among the increases in imports for 1900 over 1899 are noticed:

Articles.	Quantity.	Value.	
Ale and beer.....	gallons..	80,498	
Animals:			
Horses.....	number..	6,339	
Mules.....	do.....	82	
Oxen.....		£2,588	\$12,594.50
Sheep.....	number..	5,180	
Bags, all kinds.....		19,798	96,296.97
Butter and margarin.....	pounds..	773,550	
Candles.....		6,002	29,208.73
Cheese.....	pounds..	220,206	
Clocks and watches.....		3,698	17,971.98
Coal.....		23,654	105,112.19
Cocoa and chocolate.....	pounds..	129,589	
Condensed milk.....	do.....	1,594,961	
Confectionery.....	do.....	79,898	
Cereals:			
Beans and pease.....	do.....	115,779	
Corn meal.....	do.....	4,452,502	
Malt.....	do.....	1,574,661	
Oats.....	do.....	29,119,942	
Wheat.....	do.....	598,082	
Other grains.....	do.....	154,787	
Fruit, dried.....		4,198	20,405.23
Forage (oats, straw, and hay).....		68,692	324,299.62
Glassware.....		8,996	43,779.03
Instruments, mathematical.....		358	1,742.21
Iron, bar.....		1,482	6,968.83
Lead, sheet.....		2,471	12,025.12
Linen manufactures.....		5,001	24,327.36
Meats, frozen:			
Beef.....	pounds..	10,242,275	
Mutton.....	do.....	2,657,959	
Poultry.....	do.....	100,000	
Paper.....		4,154	20,215.44
Plate and jewelry.....		8,165	39,794.97
Provisions:			
Fish, dried.....	pounds..	101,487	
Fruit, tinned.....	do.....	381,739	
Pickles.....	do.....	204,025	
Vegetables, preserved.....	do.....	239,806	
Jams.....	do.....	903,265	
Hams and bacon.....	do.....	896,451	
Meats, preserved.....	do.....	1,011,914	
Oilman's stores.....		41,347	200,948.22
Rice.....	cwts.....	5,897	
Spirits:			
Brandy.....	gallons..	13,800	
Whisky.....	do.....	66,962	
Stationery.....		2,234	10,870.76
Sugar.....	pounds..	2,237,845	
Tin:			
Ingot.....		469	2,282.34
Plate and sheet.....		2,384	11,601.74
Tobacco:			
Unmanufactured.....	pounds..	61,864	
Cigars.....	do.....	16,621	
Manufactured.....	do.....	139,691	
Cigarettes.....	do.....	254,975	
Wine.....	gallons..	75,072	

Imports, by countries, as entered at the custom-house during 1900.

Country.	Increase.	Decrease.
United Kingdom.....	\$1,077,117.05	
United States.....		\$25,994.61
India.....		186,768.12
Australia.....	2,016,015.94	
Mauritius.....	26,658.82	
European countries (other than United Kingdom).....		619,481.38
Other countries.....		56,062.36

Tonnage delivered at the ports of Natal by British and foreign vessels in 1900.

	Tons.
British	689,629
Foreign	105,112
Total	994,741

Number and nationality of vessels arriving at Natal during 1900.

Nationality.	Num- ber.	Nationality.	Num- ber.
American	5	German	35
British	646	Italian	3
Austrian	3	Norwegian	60
Danish	6	Portuguese	3
Dutch	1	Russian	4
French	13	Spanish	1

This does not include transports with army supplies. Only 4,273 tons of goods were brought to Natal in American vessels.

WOOD AND WOOD MANUFACTURES IN NATAL.

The following clippings refer to the printed report of the Swedish consul at Durban, Natal. I believe they will interest our lumber men, for from Sweden and Norway come much of the lumber, ceilings, and sidings used in the colonies. It will be noted that American nails are being imitated in Sweden and Norway.

Of the Norwegian goods imported, only those which could be disposed of to the army had met with any demand, while timber had continued neglected throughout the campaign. Under these circumstances, Mr. Berck had seized the opportunity to make a special study of the trade circumstances of Natal, so far as this was possible, and it is his opinion that that colony will form one of the leading markets in South Africa for Norwegian goods, when the war is over.

NATAL'S PROSPEROUS FUTURE.

After alluding to the huge strides which Natal has made in every direction in the last five years, he goes on to remark that the prosperity of the colony is not, like that of the Transvaal, dependent on the mining industry, things in general being more stable. Natal possesses a rich hinterland, and the augmented overberg transport trade with the Transvaal and the Orange River Colony which will ensue after hostilities cease, should enable it to march steadily forward. Durban is, he says, the only town in Natal of importance to his countrymen, for the reason that it is the colony's sole port. After referring to the harbor, which he thinks may now be regarded as the first in South Africa, or at worst the equal of that of Cape Town, Mr. Berck goes on to remark that the quay accommodation had been considerably improved and extended, and although after the war there would be an enormous import trade, he did not believe that there would be any delay in the discharge of cargoes. Despite the fact that the demand for Norwegian goods is at present considerable, Mr. Berck adds that timber, which was the biggest item of Norwegian imports into Natal, would always find a ready market there.

SIZES AND CLASSES OF TIMBER MOST IN DEMAND.

The sizes most preferred for the Natal market are: Deals, 3 by 9 feet, 4 by 9 feet, 3 by 11 feet, 3 by 8 feet, and 3 by 6 feet; scantlings, 3 by 4½ feet, 3 by 3 feet, 2 by 4½ feet, 1½ by 4½ feet, 2 by 3 feet, and 4 by 4 feet; and boards, 1 by 6½ feet, ¾ by 6½ feet, 1 by 5 feet, and 1½ by 6½ feet. Mr. Berck says it is the general opinion in Norway and Sweden that any kind of timber will sell in South Africa, but this view is wholly erroneous. It is far more advantageous for exporters to send the sizes and qualities used locally and get good prices for them than to send those for which there is no demand. Although the latter eventually find buyers, after much delay, they have

to be disposed of at bad prices. It has been Mr. Berck's unpleasant experience to see cargo after cargo sent of unsuitable sizes and remain a drug on the market for a considerable period. Consignors who carelessly ship such cargoes create difficulties for the consignee, who can not realize to the satisfaction of his clients. There is a big opening for spars from 28 to 40 feet in length and not less than 3 to 4 inches in diameter. They come as deck loads. The prices range from 10s. to 13s. (\$2.43-\$3.16) each, landed and delivered.

THE DEMAND FOR PACKING CASES.

There is a great local consumption of packing-case wood. Mr. Berck has received many orders for it, but had, with regret, to place them with Swedish exporters, as Norwegian quotations were much too high. He gives specifications of cases which he says he can sell in Durban to the number of from 50,000 to 70,000 per annum. Prices should be made out per case delivered f. o. b. London, or f. o. b. sailing ship, Antwerp. They should be the lowest quotation, including delivery, as the competition of Swedish and American exporters has to be met.

WOODEN HOUSES, MATCHES, ETC.

Ready-made wooden houses find no sale in Natal, as they are subject to destruction by white ants. Matches are now locally made, and Mr. Berck says there are three factories in work in Durban alone. The matches are excellent, and he therefore fears that they will eventually wholly exclude the Norwegian and Swedish article. Present prices range between 2s. 9d. and 3s. 6d. (66 and 84 cents) per gross, less 5 per cent discount, but as the imported articles have to bear an impost of 2s. (48 cents) per gross, there is little margin for competition.

CUT NAILS.

With respect to nails, Mr. Berck placed a trial order with a Norwegian firm for nails to be made after an American pattern, but the manufacturers declined to undertake it unless it was followed by substantial orders. Hereupon he retorts that German houses are at all times ready to manufacture to sample, and even take the risk whether the goods find a market or not. He considers that American cut nails are not so good as those made in Norway, but are much cheaper.

JAMES G. STOWE, *Consul-General*.

CAPE TOWN, *July 5, 1901.*

TRADE CONDITIONS IN SOUTH AFRICA.

British trade is envious of the vast strides made during the last four years in the exportation of manufactures and products of the United States, particularly to British colonies and dependencies. It is suggested that "a coalition of those British manufacturers interested particularly in the mining, engineering, and allied trades, should be formed without delay to obtain sites in Johannesburg where stocks may be kept for the prompt delivery of goods." This is to forestall possible similar action on the part of American manufacturers to secure the Transvaal mining trade. While the resumption of mining operations may portend much, I believe that there will be no immediate demand for mining machinery and appliances, for the reason that large orders have been placed (many in the United States), and at the coast ports much machinery, etc., may be found waiting for a clear track to the Transvaal. The shortage of cars may be accounted for, not only by the destruction by the Boer commandoes, but also from the fact that the construction of new ones is delayed by lack of men. Recently, ten Baldwin and ten Schenectady engines have arrived and have completed the 1,000-mile run required by the specification. Many objections to them have been made, particularly by the operators—objections too ridiculous to mention—but the engines are busy.

RAILWAY STOCK.

If the permission of the Portuguese Government can be obtained, a line of railway will be built from Delagoa Bay to Johannesburg. The line will be broad gauge—4 feet 8 inches—and will cheapen the carriage of goods to Johannesburg over 50 per cent. Eighty miles from Delagoa Bay there has been found an abundance of coal, which will add to the value of the road. Delagoa Bay will in a short time be a port of great value to the Transvaal, and Johannesburg will probably reach a population of 500,000.

Mr. C. B. Elliott, general manager of the railways of Cape Colony, is now on his way to the Continent and the United States. In a recent interview he stated in substance, referring to purchases for the railways, that “a preference would be given to English manufactures, with a certain margin.” But he added that the Cape Government was cosmopolitan, and if the Americans offered an article as good as that offered by England, at a price below the margin referred to, the order would be given to them.

Some time ago, an order for 167 “steel self-dumping coal cars” was sent to an American manufacturer. These have arrived and are being erected at Cape Town and Port Elizabeth. They are several feet shorter than the English make, and yet carry more coal, and they are also more economical in delivery of the coal. The railway men, including the general manager, have expressed themselves as pleased with them. The order, however, caused much complaint in England, on the ground that colonial orders for rolling stock were being diverted abroad.

UNITED STATES TRADE.

Great stress is laid upon the published statistics of Cape Colony and Natal, which show a decrease in 1900 (compared with 1899) of United States imports, amounting to £334,507 (\$1,627,878.32), while the increase of imports from the United Kingdom for the same period was £1,372,258 (\$6,678,093.56). A decrease is also shown in the imports from almost every other country. The United States lost 12.6 per cent; Germany, 23.7 per cent; Belgium, 11.2 per cent; and Austria, 54.6 per cent. I contend, figures to the contrary, that 1900 has been the largest export year of the United States to South Africa. The statistics of 1900 can not be depended upon, as there is an entire absence of returns from Delagoa Bay. One hundred and seventy-seven million cigarettes were shipped direct to Cape Colony and Natal by one house in the United States. The statistics will not show this, and yet to this number should be added, perhaps, millions more of United States manufacture that came in via England, Delagoa Bay, and Beira. The same may be said of canned meats, cereals, tobacco, etc.

I would note the trade in “granite wool” and other substances of like character for use in cold storage and refrigerator structures. Over 1,000 tons of this material have already been ordered, and thousands of tons will yet be needed. Arc and incandescent lamps are having quite a sale. This municipality is using one kind from the United States, 5,000 having been bought. Candies, blotting paper, chairs, picture frames and moldings, sole leather, and many other articles are coming to the front. All these are new imports, and to the efforts of this consulate some credit is due.

CEMENT.

I am pleased to note that since the publication of the report from this office on cement,* steps have been taken to establish an agency here, and if necessary, the cement will be shipped in the manufacturers' chartered ships. It is time the United States had a share in the cement trade, for, while the demand has always been heavy, after the war it will be largely increased. The report on cement called forth the following from the British and South African Export Gazette:

Of the total imports of cement into South Africa in 1899, Great Britain furnished about 73 per cent (£106,856=\$5,200,147), the balance being supplied by Germany and Belgium. If we compare this with 1889, when the United Kingdom shipped something like 95 per cent of the whole of South Africa's consumptive demands, it will be found that our exports thither have declined by as much as 22 per cent. Within the past five years, Belgium's contribution has advanced in the ratio of 40 per cent and that of Germany by 125 per cent.

While the actual exports of cement from the United Kingdom are nearly three times as much as from either of our two leading competitors (for America is at present altogether out of the running), their combined aggregate exports serve to powerfully enhance their significance. A competition which within five years has wrested one-third of our cement trade from us in only one of our possessions is indeed one to cause justifiable misgivings.

The fact that the rapid rise of the continental cement trade is contemporaneous with the launching of certain great new foreign shipping lines sufficiently foreshadows the nature of the advantage to which it owes its progress.

Attestation of this is furnished by so capable an observer as the American consul-general at Cape Town, who states that German cement, equal to the best English Portland, can be bought in South Africa at 1s. (24 cts.), and Belgium cement at 1s. 6d. (36 cts.), per barrel cheaper than English, shipped per steamer from Hamburg and Antwerp at 25s. (\$5.87) per ton and 10 per cent primage, the forwardings from both these ports, as well as from other inland continental states to whom the preferential rates are open, being effected by the German shipping line, whose "considerable cheapening of freight costs" is, as professed by them, achieved less by reduced sea freights—the conference agreement preventing this—than by reduced railway charges to the European port of shipment.

Shipments are arriving from Germany, the ruling price being 5s. 6d. (\$1.34) a cask of 400 pounds. One firm in this city has sold during the year 80,000 casks, and another 25,000 casks. I am told that there is now a "cement trust" in Germany, with a capital of \$7,500,000. Belgian cement is quoted at 4s. 6d. (\$1.095) a cask. These prices are f. o. b. Antwerp or Hamburg. The imports for 1900 were over 3,000,000 pounds in excess of those of 1899.

AMERICAN IRON AND STEEL.

The recent prices of American merchant iron and soft Bessemer steel made an opening for a large trade in those commodities in South Africa. One of the largest merchants here received samples of 25 tons, which were taken to the railway shops for the making of bolts, etc., and to the coach builders for iron forgings and the like. Either the blacksmiths did not know how to work American iron, or the iron was not up to quality stated, for in working it was found to be brittle; it "would not weld or head well." The failure of this shipment has struck such a blow to the iron trade that, until samples arrive that will do the work required, no headway in this line can be made. I would

* Advance Sheets No. 871 (October 27, 1900); Consular Reports No. 243 (December, 1900).

suggest that when iron is shipped to this country, instructions be forwarded as to the proper method of working, if this differs from the working of English iron and steel.

BICYCLES.

During the year ended December 31, 1898, the increase in the imports of bicycles from the United States over the preceding year was 171 per cent, or \$27,885.06—more than that of any other country. During the year 1899, the imports were less than in 1898, but more than in 1897. For the year ended December 31, 1900, a substantial increase is noticed. The formation of several bicycle corps for army service caused imports to advance. Many of the men furnished their own wheels, and the local agencies, both American and others, had all they could do, and stocks in store and on the water were inadequate.

WAGONS.

It is gratifying to note the remarks of Lord Roberts regarding American wagons. He said:

Six buck wagons were imported for trial from the United States. These proved to be superior to any other pattern of either Cape or English manufacture. The wheels were of hickory, the bodies of black walnut, and the metal work of steel. The superiority of those vehicles was doubtless due to the fact that mule wagons are largely used in America for the carriage of goods, as well as for military transport. The manufacturers have therefore learned by practical experience what is the best type of wagon and what are the most suitable materials in building them. It may be added that the wagons in question cost considerably less than the Bristol pattern.

A shipment of these wagons is now on the water and large orders may be expected. Wagons for this market must use the "Peavey brake," which is operated from the rear by a screw.

COAL.

Many vessels arrived with steam coal in 1900, and there are now at this port three ships, and others at upcoast ports. Steam coal is now quoted at 50s. (\$12.16) per ton. This seems high, but the freight from the United States is 25s. (\$6.08) per ton. Owing to delays in discharging cargoes, freight rates can not fall. A sample cargo of "coal briquettes" from Germany is on the water. These briquettes are composed of coal dust and tar, compressed under heavy pressure into bricks about three times the size of ordinary house bricks, and are worth 15s. (\$3.65) less than Cardiff coal. It is stated that the grate bars using this fuel burn out rapidly under the intense heat generated. Coal imports for Cape Colony and Natal for 1900 were 131,000 tons ahead of those of 1899.

LUMBER.

The trade for the year is highly gratifying, and the United States has had the bulk. Twelve American sailing vessels are now awaiting discharge. The lumber is principally Oregon pine. For the year ended June 30, 1901, over fifty Swedish and Norwegian sailing ships have left South America for our southern ports, to bring back pitch pine. It is to be regretted that American ships could not be found to do this work.

LEATHER.

Unmanufactured leather shows increased imports of about 1,000,000 pounds. I can only add that I regret that the exportation of sole leather from the United States was discontinued. It is not good business policy to stop exporting when a foreign market is once established, for the reason that the home market is again ample.

FOOD ARTICLES.

Heintz, the man who makes fifty-seven articles for the table, has had one of his agents here, and the sales have been marvelous. Everybody is tasting the goods at stores where young ladies are cooking the soups, etc. These articles have come to stay.

GENERAL.

A comparison of United States trade in South Africa with that of other countries is satisfactory, and appears still more so when it is considered that our commerce with other countries, to which we have been selling for years, is less than with this country—a comparatively new one. Taking the imports from the United States at \$20,086,128.36, it is seen that South Africa takes more of our products than does the Argentine Republic, Brazil, all the other South American States, the Chinese Empire, East Indies, Russia, Denmark, Spain, Sweden, Norway, Austria, Turkey, all the West Indies, not including Cuba, or all the Central American States; and this trade is only exceeded by that with the United Kingdom, Germany, Netherlands, France, Belgium, Italy, Mexico, Japan, or British Australia.

As to the future, it is said that plans are maturing for expending \$50,000,000 in new railways; that several thousand miles of telegraph lines are to be erected and renewed; that \$5,000,000 is to be spent for public works, and \$15,000,000 on harbors; that \$500,000 is to be invested in electric lines in Natal; and 25 or more millions are to be expended in the Transvaal, and a proportionate amount in the Orange River Colony. We must not fail to bid for this work.

No nation or municipality is so rich, especially after time of war, that it can afford to give to the highest bidder—even if he be of its own country—a contract to be paid for out of the pockets of the whole people. "The best goods at the cheapest price can not be kept out of the world's markets." A country laid waste, with valuable mines long idle, public works much deteriorated, must recuperate, and it takes money and products of other nations to bring about such recuperation.

Our trade for 1899 and 1900 with the Uitlanders of the Boer States (our best customers in those States) has been lost, owing to their exodus. On their return to their old businesses, their trade will again be open to us, and in time a great improvement will be witnessed, particularly in Johannesburg. The streets will be properly paved, and the sewerage system, so much needed, will be installed. A beginning has been made in opening up the mines, hotels, and stores. Goods are being forwarded by the military authorities, the dry goods merchants being permitted consignments of 10 tons, with the understanding that 50 per cent must consist of clothing and 30 per cent must be suitable for the poorer classes, while boot and shoe dealers are limited

to 5 tons per shipment, 50 per cent to be suitable for the poorer classes. As soon as merchants have ample stocks, the military stores will be closed.

ADVICE TO MANUFACTURERS.

Allow me to suggest to the hundreds of our manufacturers who do not care to visit South Africa and must therefore send catalogues, not to print prices in the same, for the printed prices are not, merchants state, high enough to cover, in all cases, expenses connected with the receipt and selling of the goods. Naming net prices would be better, and then a distinction must be made between the regular dealer and the wholesaler, for the latter must be protected.

A trade commissioner for the Dominion of Canada is on a visit to South Africa, with the view of ascertaining how an increase of trade between the two countries can be brought about. He claims that a large quantity of Canadian goods is coming here—such as cheese, bacon, timber, and other products. He believes that if shipped direct, these articles could be placed upon the market more cheaply, thus creating a larger demand.

J. G. STOWE, *Consul-General.*

CAPE TOWN, *July 13, 1901.*

SUPPLEMENTARY.

The imports in certain lines of provisions from Australasia, Argentina, and the United States in 1900 are compared in the following table:

Articles.	Australasia.	Argentina.	United States.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Barley.....	450,608	34,425	.....
Beans and pease.....	.....	436,518	.....
Hay.....	2,212,824	5,622,876	.....
Fodder.....	3,659,696	1,890,098	.....
Potatoes.....	1,708,656	413,397	58,885
Tinned fruit.....	101,087	.....	613,685
Condensed milk.....	66,267	.....	23,238
Frozen meat.....	37,322,101	8,500	.....
Canned meat.....	745,081	.....	4,621,617

The increase of imports of Australasia and Argentina in 1900 over 1899 is shown in the following articles:

Articles.	Australasia.	Argentina.
	<i>Pounds.</i>	<i>Pounds.</i>
Wheat.....	66,344,843	11,495,562
Oats.....	10,264,372	9,254,595
Rye.....	.....	154,824
Bran.....	2,743,216	.....
Flour.....	3,544,731	6,974,925
Corn meal.....	.....	1,193,923

I most heartily wish that the United States could have a share of the great frozen-meat trade. Cold-storage ships can deliver meat here as well as can ships from Australasia to England; both cross the

equator, and the passage from Australasia to England is very much farther than from New York to this and other South African ports.

PRICES.

The following shows the prices prevailing in certain commodities sent here from the United States. I take the articles principally exported to this country. In some lines of machinery, I can not specify:

		F. O. B. New York.
Kerosene (in 1,000-case lots):		
150° Home Light, 2/5 American gallons, low screw.....	per case..	\$0.91
150° White Rose, 2/4 imperial gallons, low screw.....	do.....	.89
110° Brilliant, 2/5 American gallons, low screw.....	do.....	.81
Faucet nozzle will be supplied when ordered at 2d. extra per case.		
Grain (in good bags, well sewn):		
No. 1 hard spring wheat.....	per 100 lbs..	1.56
No. 2 red winter.....	do.....	1.41
No. 1 rye.....	do.....	1.17½
Oats, white clipped.....	do.....	1.18½
Corn and meal:		
No. 2 mealies, white.....	do.....	.97
No. 2 mealies, yellow.....	do.....	.98½
White samp.....	per bag of 196 lbs..	2.30
Yellow samp.....	do.....	2.40
White mealies meal.....	do.....	2.25
Yellow mealies meal.....	do.....	2.20
Pease and beans:		
Split pease.....	per bag of 200 lbs..	3.76
Green pease.....	do.....	4.45
Whole pease.....	do.....	3.37
Marrow beans.....	do.....	8.02
Medium beans.....	do.....	4.46
White kidney beans.....	do.....	6.30
Red kidney beans.....	do.....	7.03
Yellow-eye beans.....	do.....	8.91
Can do carload lots, in bond, at better figures.		
Flour (in bags containing 98 pounds):		
"Neptune".....	per ton of 2,000 lbs..	39.79
"Noblesse".....	do.....	39.79
"Brilliant".....	do.....	37.24
"Premier".....	do.....	38.22
Lard oil:		
Armour & Co.'s prime winter, 2/5 American gallons....	per case..	7.33
Pool & Macy's prime winter, 2/5 American, 2/4 imperial gallons,	per case.....	7.33
Turpentine:		
"Pine Tree" brand, 2/5 American gallons.....	per case..	4.11
"Pine Tree" brand, 10/1 American gallons.....	do.....	5.10
Barbed wire (in carload lots of 30,000 pounds):		
2 and 4 pt. 12 g.....	per ton of 2,000 lbs..	48.02
2 and 4 pt. 14 g.....	do.....	52.92
Furniture:		
Extra Washington chairs, K. D. (in cases of 1 dozen).....	each..	* 4.25
Antique washstands:		
Single.....	do.....	* 7.15
Double.....	do.....	* 9.90
50-inch double roll-top desk, oak:		
Well boxed.....	do.....	^b 17.75
Burlapped and crated.....	do.....	^b 16.00
Nails (in carload lots, base price):		
Cut.....	per 100 lbs..	° 1.70
Wire (round).....	do.....	° 1.70
Wire (oval).....	do.....	° 4.95
In less than carload lots, 10 cents advance.		

* Less 2½ per cent.

^b Less 3 per cent.

° Less 2 per cent.

Duck. ("Champion," or any other brand of wide duck, 30, 2½, and 2 per cent discount from list.)

Glucose (in carload lots, in casks, usual size):

F. O. B. New York.

41°	per 100 lbs..	\$1.55
42°	do	1.55
42° (Crystal)	do	1.65
43° (Brewers')	do	1.65

Rosin (in barrel lots):

F grade No. 2	per barrel of 280 lbs. gross..	1.80
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Staves:

Dressed 44/46 by 1 inch, prime W. I. hogsheads, rough listed, per mille	88.00
Rough 54 by 1½-inch pipes	per mille.. 195.00

Lumber:

White pine clear, 1 to 2 inches by 12 and up by 12 to 16 feet, per 1,000 feet	60.00-62.00
White pine clear, 2½, 3, and 4 by 12 inches and up by 12 to 16 feet, per 1,000 feet	67.00-70.00
No. 1 white pine shelving 1 by 12 to 18 inches by 12 to 16 feet, dressed	per 1,000 ft.. 30.00-31.00
No. 2 white pine shelving, 1 by 12 to 18 inches by 12 to 16 feet, dressed	per 1,000 ft.. 26.00-28.00
Carpenters' clear pine, 1 to 2 by 12 inches and up by 12 to 16 feet, per 1,000 feet	43.00-45.00
Carpenters' clear pine, 2½, 3, and 4 by 12 inches and up by 12 to 16 feet	per 1,000 feet.. 56.00-58.00
Pitch pine flooring, No. 1, regular sizes, tongued and grooved, per 1,000 feet B. M	*14.00-15.00
Firsts and seconds, white ash, 1 by 8 inches and up by 10 to 16 feet, per 1,000 feet	44.00-46.00
Select ash, 1 x 6 inches and up by 12 to 16 feet	per 1,000 feet.. 29.00-31.00
Firsts and seconds, poplar, 1 by 8 inches and up by 10 to 16 feet, per 1,000 feet	36.00-38.00
Thicker poplar, in all grades, at proportionate prices.	
Poplar shipping culls, 1 by 4 inches and up by 10 to 16 feet, per 1,000 feet	19.00-21.00

Lard:

Armour & Co.'s "Shield" brand—

10/10-pound tins	per case..	^b 10.37½
20/5-pound tins	do	^b 10.87½

Armour & Co.'s compound—

10/10-pound tins	do	^b 8.12½
20/5-pound tins	do	^b 8.62½

Wilcox "Globe"—

10/10-pound tins	do	^b 11.10
20/5-pound tins	do	^b 11.30

Wilcox "Red Cross"—

10/10-pound tins	do	^b 9.00
20/5-pound tins	do	^b 9.25

Dried fruits:

Choice apples, rings, in 50-pound cases	per lb..	^b .07
Finest California peaches (unpared), in 25-pound cases or 40-pound pails	per lb..	^c .09½
Finest California apricots (unpared), in 25-pound cases or 40-pound pails	per pound..	^d .10½
Finest Bartlett pears (unpared), in 25-pound cases or 40-pound pails	per pound..	^d .09½
"Choice" grade of the above about 1 cent less.		
Prunes, finest, in 25-pound cases or 40-pound pails—		
40/50s		^d .06½
50/60s		^d .05½
60/70s		^d .05
70/80s		^d .04½

Prunes packed in air-tight tins (guaranteed) at a slight advance over above prices.

^a F. o. b. Southern ports; f. o. b. New York, \$21 to \$22.

^b 1 per cent f. o. b. New York.

^c 1 and 1 per cent f. o. b. New York (in carload lots).

^d Less 1 per cent in quantities.

Canned meats:

	F. O. B. New York.
Armour & Co.'s corned beef, with keys—	
24/2s per dozen..	* \$2. 40
48/1s do.....	* 1. 30
Armour & Co.'s Brawn beef, with keys—	
24/2s do.....	* 2. 20
48/1s do.....	* 1. 25
Armour & Co.'s chipped beef, with keys—	
24/1s do.....	* 1. 10
24/1s do.....	* 1. 90

Salmon:

Alaska red fish, 48/1s.....	* 1. 30
Alaska pink fish, 48/1s	* 1. 05
Alaska medium red fish, 48/1s	* 1. 20

Rolled oats:

"Champion" (finest quality, kiln dried, in barrels of 180 pounds net).....	* 3.65
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The collectors of customs state that the increase for the six months ended June 30, 1901, over the corresponding period of 1900 in imports from the United States was:

To Cape Colony	£47,230 = \$229,844.80
To Natal	317,910 = 1,547,109.02

J. G. STOWE, *Consul-General.*

CAPE TOWN, *July 31, 1901.*

TRANSVAAL.

When hostilities broke out in October, 1899, hundreds of business houses in these countries immediately closed down, and those that remained open were unable to maintain even a show of doing business excepting at great loss, and this in the hope that the war would soon cease. The occupation of the countries by the British forces in 1900, instead of releasing the commercial strain, only intensified it, until an absolute deadlock occurred. Since that time, no practical improvement has taken place in the situation. At present, every business transaction is under military supervision, every foot of railway is under military control, and every inch of territory under martial law. Should the war continue throughout the year 1902, the American manufacturer will lose nothing (and may save himself much) by considering South Africa, commercially, as dead-man's land. A continuation of present conditions during the year 1902 will simply mean ruin to all whose commercial interests already lie here, and newcomers will only be placing themselves in the line of certain disaster.

Until peace is declared on a permanent basis, these ports of South Africa can have no possible interest for the commercial man. The trifling resumption of business in several of the mines would be unworthy of notice, excepting as an earnest of a general resumption to follow. Standing alone as it does, it is simply an expensive experiment. So far from a general resumption of business having taken place and an opportunity being offered for the entrance of newcomers, thousands of the former residents of the country are still at the coast, awaiting military permits to come forward.

Should the war, however, be concluded in the year 1902, our home manufacturers will find in South Africa one of the most desirable mar-

* Less 1 per cent in quantities. b 1 and 1 per cent f. o. b. New York. c Less 1 per cent.

kets for their products it is possible to conceive. South Africa lives on imports. Foodstuffs, building materials and mining machinery are all foreign products here. The only local products of importance are gold, coal, and diamonds. For the first two or three years following the peace settlement, the demands in the above-mentioned lines are certain to be very heavy. The tremendous tax which the cost of the war will impose on this country will necessitate the opening up of every available mining area, and there will be a rush for mining equipments and supplies. American manufacturers are already well represented in these lines, but there will be abundant room for newcomers. Our people must remember, however, that the standard of work in South Africa is very high and the market very sensitive. The knowledge that a product is inferior is instantly passed along among the various combinations representing the mining interests here, and the market is closed to it. An order placed in the States for steel cars was filled so unsatisfactorily that a prejudice has been created against all steel cars from the United States. A shipment of water-tube boilers was so bad that the question has arisen about placing any orders for such goods with American firms in the future. All manufacturers intending to compete for this market should remember that they will meet here the best work of the best firms from all parts of the world.

Nor will the demands for machinery be confined to the needs of the mines. The countries have been devastated by troops from end to end, and all farms and crops have been destroyed. With the return of the Boer farmers to their homes, and the influx of the new population which the British Government is intending to attract to the land, there is sure to be a great demand for machinery and implements used in farming and agriculture. It should be remembered in this connection that heretofore, farming has been followed on very primitive lines. The average Boer farmer seldom required more than enough for his own simple wants, and no question of markets interested him to any extent; hence his neglect of mechanical aids.

As suggested above, the destruction of buildings during the war has been enormous, and one of the first steps in the restoration of peace and industry must be the rebuilding of thousands of farmhouses. Iron, timber, and general building materials will be in great demand, and concerns interested in these lines will do well to canvass this market closely and vigorously. The country is practically void of manufactures, and as commercial commodities native timber and iron are unknown. The influx of population from all parts of the world which is certain to follow the reopening of the country will result in a rapid extension of all cities and towns immediately dependent upon the mining industry. Johannesburg and the Witwatersrand will, of course, be the principal centers of this development.

But attractive as this market is certain to be when permanent and substantial peace is restored, let not our manufacturers suppose for one moment that the present offers any justification for the outlay of a single cent in attempting to do business. Nor should they allow themselves to be misled by rumors of approaching peace. No kind of peace under which trade and commerce can profitably move is as yet within sight. The channels of commerce and trade are practically closed, and until absolute peace is restored, no opportunity offers for the development of American trade in this direction.

WM. D. GORDON, *Consular Agent.*

JOHANNESBURG, November 15, 1901.

TUNIS.

The trade returns of Tunis for 1900, taken from the customs statistics, are:

Country.	Exports.	Imports.
France	\$4,202,177	\$7,075,583
Algeria	788,155	392,287
Great Britain	898,410	1,209,087
Austria	24,718	249,440
Belgium	169,128	196,128
Italy	1,206,285	822,570
Malta	244,078	60,000
Spain	22,000	71,716
Greece	48,000	38,600
Germany	141,276	128,806
Russia	21,000	694,680
Holland	37,248	24,780
Egypt	164,060	21,806
Tripoli	241,443	101,840
United States	5,988	391,808
All others	56,170	299,847
Total for 1900	8,214,116	11,772,254
Total for 1899	9,544,687	10,765,200

The above table shows a decline of \$1,330,541 in the exports for 1900, as compared with the preceding year. On the other hand, the imports mark an increase of \$1,007,054.

As a natural result of the protectorate government, two-thirds of this country's trade is absorbed by France. Olive oil of a very superior quality is the principal product, and its export value for 1900 amounted to \$1,092,507. Of this, France took to the amount of \$702,507; Italy, \$316,000, and other countries the remainder. The export of wine, valued at \$166,780, was almost entirely to France.

Principal imports.

Articles.	Value.	Articles.	Value.
Alcohol	\$158,539	Hardware	\$42,000
Boots and shoes	40,000	Hab. and caps	22,790
Cereals:		Iron rails	208,161
Barley	40,000	Iron castings	101,450
Corn (maize)	177,480	Lead	40,000
Wheat	1,597,000	Leather	24,000
Candles	64,000	Machinery	400,000
Chemicals	148,152	Petroleum	120,000
Coal	815,550	Raisins, dried figs, etc	60,000
Copper, wrought	34,566	Semoules	641,800
Cotton, textiles	1,267,280	Sugar, refined	851,182
Fish, dried	40,000	Zinc	10,500
Glassware	125,330		

Imports from the United States.

Articles.	Value.	Articles.	Value.
Agricultural machinery	\$126,051	Petroleum	\$20,000
Canned provisions	750	Pork	14,879
Condensed milk	1,845	Saws	45,865
Cheese	2,111	Tobacco, leaf	40,000
Corn	31,084	Tools and hardware	4,922
Fish, dried	660		
Lard	21,620	Total for 1900	808,757

Principal exports.

Articles.	Value.	Articles.	Value.
Alfa grass.....	\$443,000	Live stock—Continued.	
Barley.....	355,599	Goats.....	\$9,000
Camel's hair.....	16,700	Mules.....	45,800
Dates.....	212,030	Oxen.....	165,682
Fish:		Sheep.....	70,760
Tunny.....	100,000	Swine.....	8,750
Fresh.....	71,000	Olive oil.....	1,177,722
Dried and smoked.....	72,600	Phosphate, crude.....	836,400
Fer caps.....	117,738	Soap.....	67,486
Hay.....	150,000	Sponges.....	348,190
Hides and skins.....	324,598	Tan bark.....	241,670
Horns.....	45,000	Vegetables, desiccated.....	78,600
Live stock:		Wax.....	28,270
Horses.....	79,100	Wine.....	166,780

The exports from Tunis to the United States are quite insignificant. During 1900, they consisted of sponges to the value of \$5,780, and goat-skins, \$4,500.

The latest figures I have been able to procure show trade movements for the quarter ended March 31, 1901. Imports for this period amounted to \$2,642,000 and exports to \$1,719,740.

The following table shows the character and values of the principal imports in that period:

Character and value of imports for quarter ended March 31, 1901.

Articles.	Value.	Articles.	Value.
Alcohol.....	\$11,100	Colonial goods.....	\$68,506
Ammunition (cartridges, etc.).....	19,000	Dyes.....	13,600
Beer.....	50,000	Fish, dried.....	18,360
Boots and shoes.....	24,000	Fer caps.....	4,000
Books and engravings.....	6,000	Furniture.....	20,000
Brandy.....	29,500	Thread:	
Bricks.....	6,000	Silk.....	12,090
Candles.....	16,990	Cotton.....	25,168
Chemicals.....	18,720	Wool.....	11,700
Carriages and carts.....	23,000	Tailor clothing.....	40,000
Cement.....	27,000	Tools.....	5,482
Cereals.....	281,887	Underclothing, cotton.....	11,780
Coal.....	70,125	Vegetables, dried.....	53,606
Cloth:		Velocipedes.....	2,790
Woolen.....	40,000	Wool.....	5,597
Cotton.....	200,000	Wine.....	27,519
Cotton prints.....	107,540	Postal packages.....	216,162

Imports from the United States, quarter ended March 31, 1901.

Articles.	Value.	Articles.	Value.
Agricultural machines.....	\$11,678	Petroleum.....	\$7,837
Castings, iron.....	100	Pork.....	3,578
Cheese.....	550	Sewing machines.....	402
Dyes.....	100	Steel, wrought.....	899
Lard.....	5,607	Tobacco, leaf.....	17,473
Oils, fixed.....	358	Tools.....	100

Exports for the quarter ended March 31, 1901.

Articles.	Value.	Articles.	Value.
Alfa grass.....	\$123,820	Live stock—Continued:	
Bazaar goods.....	18,680	Poultry.....	\$210
Brandy.....	200	Sheep.....	24,879
Camel's hair.....	1,890	Lumber.....	3,012
Chemicals.....	1,542	Metals, wrought.....	10,826
Cereals:		Mineral water.....	300
Barley.....	85,100	Oil, olive.....	680,955
Corn.....	11,245	Phosphates, crude.....	225,661
Wheat.....	160,219	Plants and vegetables.....	5,691
Hay.....	14,145	Postal packages.....	53,065
Cork wood.....	10,000	Pottery.....	1,097
Dates.....	82,580	Preserves (in sugar).....	4,470
Dyes and colors.....	347	Scrap metal.....	4,000
Eggs.....	580	Sea salt.....	3,800
Fes caps.....	24,588	Semoules.....	1,245
Fish:		Silk, raw.....	2,996
Fresh.....	82,881	Skins:	
Salt.....	1,700	Sheep.....	15,463
Flour.....	15,132	Goat.....	28,901
Furniture.....	2,600	Soap.....	17,321
Glassware.....	664	Sponges.....	40,000
Grass and basket manufactures.....	9,180	Tan bark.....	600
Herbs, medicinal.....	600	Textiles:	
Hides, salted.....	18,244	Blankets.....	27,892
Horns.....	200	Cotton cloth.....	3,613
Lead ore.....	11,100	Hemp and flax.....	400
Leather, manufactured.....	9,460	Silk.....	3,414
Lemons.....	831	Wool.....	1,900
Lentek leaves.....	4,221	Thread.....	3,336
Live stock:		Wax.....	2,513
Horses.....	920	Wine.....	39,325
Mules.....	850	Wool, raw.....	2,585
Oxen.....	25,852	Zinc ore.....	88,680
Pigs.....	2,980		

It should be noted that all products and manufactures from our country reach Tunis through France and French houses. When we can succeed in establishing even a limited direct service with these ports, our goods can be placed on this market to a large extent.

ST. L. A. TOUHAY, *Vice-Consul.*

TUNIS, *September 25, 1901.*

ZANZIBAR.

I inclose statement of imports into Zanzibar for June taken from the official paper. I would add that there is a good opening here for bright-colored cotton and velvetine prints. While white cotton goods are already imported from the United States, none of the colored cottons and calicos come from our country, though more of these goods are consumed on the island than of the white.

I would advise manufacturers who contemplate selling in this market to send an expert here to investigate the kind of goods and patterns which would sell. The natives require very striking figures and colors.

There is not in Zanzibar a single house handling chewing gum. This is stated by European residents who have attempted to purchase it. The population here numbers some 200,000.

An English company is constructing a wharf and tank for storing petroleum. It intends to import from the Caspian field. At present, the United States furnishes a large part of the petroleum consumed.

CHAS. B. ROGERS, *Consul.*

ZANZIBAR, *July 27, 1901.*

Imports into Zanzibar for the month of June, 1901:

Merchandise.	Quantity.	Value.
Amber.....	packages.. 2	\$226
Ammunition and firearms.....	do.. 13	76
Animals, live.....	number.. 249	3,245
Bags and canvas.....	packages.. 38	602
Beads, shells, and cowries.....	do.. 276	1,949
Beer.....	do.. 106	687
Borties, Majingo.....	do.. 106	808
Building materials, doors, and windows.....	do.. 238	75
Chillies.....	pounds.. 254, 616	11,786
Cloves and clove stems.....	do.. 218, 512	13,000
Cocanute.....	packages.. 858	567
Coins.....	do.. 25	15,442
Coir, twist and thread.....	do.. 2, 092	1,887
Copra and chickichi.....	pounds.. 2, 279, 186	49,531
Crockery and glassware.....	packages.. 227	3,671
Dry fish and shark fins.....	do.. 750	3,215
Gum copal.....	do.. 192	2,300
Ghee.....	do.. 191	2,817
Groceries.....	do.. 3,492	12,431
Hardware.....	do.. 616	10,891
Hides.....	do.. 258	3,013
Hippopotamus teeth.....	do.. 91	1,981
Ivory.....	do.. 1,141	73,765
Jewelry.....	do.. 25	3,445
Machinery.....	do.. 86	4,576
Matama and cheroki.....	do.. 3,434	5,714
Piece goods.....	do.. 877	66,624
Rhinoceros horns.....	do.. 23	967
Rice.....	do.. 3,685	82,849
Rubber.....	do.. 132	8,738
Salt.....	do.. 3,080	1,899
Spirits and wine.....	do.. 443	2,667
Sugar.....	do.. 270	1,791
Timber.....	tons.. 966	679
Tobacco.....	pounds.. 55,649	5,499
Wheat and flour.....	packages.. 1,085	4,710
Other.....	.....	18,060
Total.....	.....	422,676

Imports by ports into Zanzibar for June, 1901, compared with June, 1900:

Ports.	1901.	1900.
London.....	\$24,912	\$20,432
Marseilles.....	5,294	9,712
Hamburg.....	14,529	27,910
Amsterdam.....	286	136
Other European ports.....	27,957	35,962
New York.....	247	287
Bombay.....	47,627	67,712
Calcutta.....	292	584
Aden.....	4,968	3,334
Muscat.....	867	4,901
Other Asiatic ports.....	90,072	33,490
H. H. Dominions.....	58,954	32,280
British East Africa.....	29,577	18,807
German coast.....	105,553	71,626
Other African ports.....	11,545	29,292
Total.....	422,480	356,455

Increase in 1901 of \$66,025.

NORTH AMERICA.

DOMINION OF CANADA.

REPORT FROM CONSULATE-GENERAL AT MONTREAL.

The most noticeable feature of the returns of the trade of the Dominion for the year ended June 30 last is the great increase in the exports of products of the mine. The total increase in the value of exports was \$12,458,334 and the exports of products of the mine increased \$15,402,307. To the development of the Yukon, credit for this remarkable showing is no doubt largely due, but other parts of the Dominion have also contributed their share. That the manufacturing industries of the country are actively seeking the markets of the world is shown by an increase in exports in this line, the value rising from \$14,224,287 in 1900 to \$16,012,502, or 12½ per cent. Such a development implies that Canadian goods are finding favor in other lands and that the manufacturers are exhibiting courage and enterprise in the struggle for foreign trade. It proves that many of the industries have successfully passed the nursing period, out of which, at one time, it was feared they would never emerge.

In regard to the other great classes of exports, the report for the past year is not so flattering. The fisheries did not produce as much for export as in 1900, the figures being \$10,720,352 against \$11,169,083. The export of forest products told a slightly better tale, the values being \$30,003,857 and \$29,663,668, respectively. Animals and their produce might have been expected to show a large increase, in consequence of the added demand in many lines created by the South African war, but even in this class there is a falling away, the figures being \$55,499,527 against a record in 1900 of \$56,148,807. It is, however, in the important class of exports placed under the heading "Agricultural products" that the only marked decrease is to be found. In 1898, there were exported under this classification products to the value of \$33,063,285. In 1900, this had decreased to \$27,516,609. This year a further drop has taken place, the figures being \$24,977,662. No doubt the partial failure of the Manitoba grain crop last year is responsible for much of this loss, but nevertheless, it is not a record to be viewed with equanimity. The prosperity of the Dominion is so largely based on the development of its agricultural resources that any retarding of that development creates inquiry among all classes. If broad conclusions may with safety be drawn from the trade and navigation returns, it might be assumed that Canadian farmers are turning their attention more particularly in the direction of stock raising, dairying, and kindred occupations, rather than to grain growing. This is in itself to be desired, but it should not, in a young country like Canada, imply any actual decrease in the production of the fruits of tillage.

It must be borne in mind that an unparalleled development of the Canadian export trade has taken place of late years, and that an increase of twelve and a half millions over the extraordinary figures of 1900 is in itself no slight achievement, and is a trustworthy indication that, on the whole, the country's business is in a thriving and progressive condition.

The department of customs, Ottawa, has compiled a statement of the imports and exports of Canada by countries during the fiscal year ended June 30 last. The total value of goods imported was \$190,415,525 as against \$189,622,513 in the previous year, or an increase of \$793,012. The total value of goods entered for consumption was \$181,237,988, an advance of \$433,672 as compared with the preceeding twelve months, when the figures were \$180,804,316. Of the total imports, \$105,969,756 were dutiable and \$75,268,232 were free, as against \$104,346,795 dutiable and \$76,457,521 free in 1900. The total duty collected amounted to \$29,106,979, or \$217,869 ahead of the previous fiscal year.

The imports from Great Britain, for consumption, amounted to \$43,164,297 as against \$44,789,730 for the year previous, a reduction of about one million and three-quarters. The reduction, however, was in free goods, to which of course the preferential tariff does not apply. The value of free goods was \$11,316,510 as against \$13,227,974 in 1900. The dutiable goods from Great Britain show a slight increase over the figures for last year, \$31,701,654 compared with \$31,561,756.

The value of goods imported from the United States for consumption was \$110,485,008, while in the preceeding year it was \$109,844,578. The dutiable goods totaled \$53,600,278 in value as against \$53,897,561, whilst free goods were \$56,884,000 compared with \$55,946,817.

The imports for consumption from France show an increase of \$1,029,519, the figures being, 1901, \$5,398,021; 1900, \$4,368,502. The increase was altogether in dutiable goods, which amounted to \$4,569,060 as against \$3,503,609. The free goods from France amounted to \$828,961, while for the previous year they were \$864,893.

Canada took \$7,021,405 worth of goods for consumption from Germany last year, a falling off as compared with the year previous, when they amounted to \$8,383,498. The value of dutiable goods was \$6,121,190 as against \$7,465,447, and that of free goods \$900,215 compared with \$918,051.

The grand total of exports was \$196,487,632. The exports of Canadian merchandise to Great Britain last year amounted to \$92,857,525 as against \$96,562,875 for the year previous, a reduction of \$3,705,350. The value of foreign exports sent from this country to Great Britain was \$12,471,431 as against \$11,173,093.

The exports of Canadian merchandise to the United States were \$67,983,673, while for the year previous they were \$59,666,556, the increase being largely in bullion shipped from the Yukon. The foreign merchandise sent from Canada to the United States was \$2,423,168, an increase of \$456,751 over the previous twelve months.

The exports of Canadian merchandise to France were \$64,369 ahead of 1900, amounting to \$1,436,628. In 1900, the exports of foreign merchandise to France were \$2,411; last year they reached a total of \$144,703. The exports of Canadian merchandise to Germany increased by over a quarter of a million, the figures being \$1,374,716 compared with \$1,108,163. Of foreign merchandise, Canada sent \$766,836 or \$159,096 more than in 1900. For the fiscal year 1900, the aggregate

foreign trade was \$381,517,236. The exports of domestic produce by classes for the fiscal years 1900 and 1901 were as follows:

Exports of domestic produce, by classes, fiscal years 1900 and 1901.

Produce.	1900.	1901
Mine.....	\$24,580,266	\$39,982,578
Fisheries.....	11,169,083	10,720,352
Forest.....	29,663,668	30,008,857
Animals and their products.....	56,148,807	55,499,527
Agricultural products.....	27,516,609	24,977,682
Manufactures.....	14,224,287	16,012,502
Miscellaneous articles.....	208,070	44,642
Coin and bullion.....	1,670,068	398,077
Total.....	165,180,858	177,689,192

The exports of produce of the farm, fisheries, and forest have been practically stationary. The exports of foreign produce from Canada in 1901 amounted to \$20,379,212; in 1900 they were \$21,252,354. The figures show that, last year, foreign farm produce to the value of \$15,820,302 was exported by Canadian routes, while in the year previous such exports amounted to \$12,101,212.

The total imports entered for consumption in 1901 were \$181,225,389. For 1900, they amounted to \$180,804,316. Exclusive of coin and bullion, the imports for consumption for the two years were as follows:

1901.....	\$177,688,075
1900.....	172,506,878
Increase in 1901.....	5,181,197
Duty collected in 1901.....	29,128,548
Duty collected in 1900.....	28,889,110
Increase in 1901.....	239,438

A QUARTER'S TRADE.

The figures of imports and exports for the first three months of the current fiscal year, 1901-2, with comparative figures for the same period a year ago, are as follows:

Imports and exports for the first three months of the fiscal years 1900-1 and 1901-2.

	1900-1.	1901-2.
IMPORTS.		
Dutiable goods.....	\$27,980,300	\$29,207,381
Free goods.....	17,951,016	17,817,332
Total.....	45,911,316	47,024,713
Duty collected.....	7,481,932	7,823,896
EXPORTS.		
Minerals.....	13,212,896	12,127,061
Fisheries.....	2,595,021	2,407,610
Forest produce.....	11,823,851	11,967,131
Animals and their produce.....	17,480,564	15,700,390
Agriculture.....	4,497,928	4,240,261
Manufactures.....	3,429,055	3,687,724
Miscellaneous.....	85,066	6,012
Total.....	58,023,876	50,134,196

For September alone the returns are as follows:

Returns for September, 1900 and 1901.

	1900.	1901.
IMPORTS.		
Dutiable goods.....	\$9,392,577	\$10,378,194
Free goods.....	6,080,992	5,278,508
Total.....	15,425,569	15,651,697
EXPORTS.		
Minerals.....	3,601,169	4,111,127
Fisheries.....	885,986	799,150
Forest produce.....	5,088,643	3,844,988
Animals and their produce.....	6,991,841	5,599,162
Agriculture.....	2,001,087	1,638,468
Manufactures.....	1,543,296	1,307,001
Miscellaneous.....	6,003	28
Total.....	20,068,025	17,299,922

REVENUE AND EXPENDITURE.

The government and people of the Dominion consider the country in a fairly prosperous condition. The official returns of the last fiscal year show:

Revenue.....	\$51,029,994
Expenditure.....	\$42,975,280
Tonnage of the shipping coming to Canada.....	7,262,721
Imports.....	\$189,622,513
Exports.....	\$191,894,723
Produce of Canada.....	\$168,972,306
Railway mileage.....	17,657
Gross earnings.....	\$70,740,270
Used for operating expenses.....	\$47,699,798
Paid up capital in chartered banks.....	\$64,735,145
Assets.....	\$440,348,102
Deposits in post-office savings bank.....	\$37,507,456

To show the growth of the country since 1868, the first year of confederation, I may mention that the revenue was then, in round figures, \$13,000,000, against \$51,000,000 in 1900; the shipping 2,000,000 tons, against 7,000,000 in 1900; the imports \$73,000,000, against \$189,000,000 in 1900; the exports \$57,000,000, against \$191,000,000 in 1900; the railway mileage 2,000, against 17,000 in 1900; the chartered banks' capital \$30,000,000, against \$64,000,000 in 1900, and their assets \$77,000,000, against \$440,000,000 in 1900.

THE PUBLIC DEBT.

Following is the official statement of the public debt, as per returns furnished to the finance department, to September 30, 1900 and 1901:

Statement of the public debt September 30, 1900 and 1901.

	1900.	1901.
Liabilities:		
Payable in England.....	\$227,958,836.88	\$227,958,836.88
Payable in temporary loans.....		2,433,333.33
Payable in Canada.....	8,779,536.70	8,669,063.18
Bank circulation redemption fund.....	2,892,648.70	2,573,761.91
Dominion notes.....	26,972,940.52	29,067,421.06
Savings bank.....	53,668,279.42	56,244,220.63
Trust funds.....	8,712,708.95	8,765,241.66
Province accounts.....	16,672,686.88	16,672,681.97
Miscellaneous and banking accounts.....	8,089,586.05	4,596,406.73
Total gross debt.....	348,247,173.05	356,967,967.34

Statement of the public debt September 30, 1900 and 1901—Continued.

	1900.	1901.
Assets:		
Investments—		
Sinking funds.....	\$45,824,282.87	\$48,804,619.27
Other investments.....	7,066,527.95	7,212,885.95
Province accounts.....	10,718,483.76	10,718,478.90
Miscellaneous and banking accounts.....	22,902,896.52	24,570,770.08
Total assets.....	86,512,190.60	90,606,704.20
Total net debt.....	261,734,982.45	266,861,268.14
Total net debt August 30.....	262,897,638.78	267,889,192.73
Increase of debt.....	662,656.83	1,027,929.59

THE PORT OF MONTREAL.

Business has been fairly good in Montreal during the present season, but shippers complain of a lack of freight for sea-going vessels.

The returns, as compiled by the Montreal Board of Trade, show a serious decrease in exports as compared with the same period a year ago. In common with the rest of the ports of Canada, the export of staples—such as corn, oats, and cheese—shows a falling off, owing to the high prices which exist on this side and the continued flow of merchandise from foreign countries to the European markets.

Montreal has, however, held its own in the wheat trade, which, when the returns are all in from the United States ports, will probably appear as exceptional. In the matter of corn exported this year, from the opening of navigation to the 1st of September, the port of Montreal fell off almost 50 per cent.

Last year, from the time the St. Lawrence was open for navigation to the end of August, there was exported from Montreal to foreign ports 6,758,000 bushels of corn, as compared with 3,406,000 for a corresponding period this year. The exporters state that Europe is obtaining a goodly portion of its corn supplies from Argentina and the Danube, and that the situation as regards this cereal will become worse instead of better.

The export of oats from the port of Montreal, from the opening of navigation to the 1st of September, amounts to 2,146,000 bushels, as compared with 3,418,000 bushels for the same period last year. This decrease is attributed to short crops and high prices on this side of the water.

The shipment of wheat this year, from the opening of navigation to the 1st of September, amounted to 8,854,000 bushels, as compared with 6,791,000 for the same period last year.

The shipment of pease this year, for the same period as above referred to, amounted to 425,000 bushels, as compared with 562,000 bushels last year. In barley, there was a slight increase, the shipments to foreign ports amounting to 586,000 bushels, as compared with 482,000 bushels last year. Rye shows an interesting increase, as the shipments this year from Montreal, from the opening of navigation to September 1, amounted to 702,000 bushels, as compared with 348,000 for the same period in 1900.

The cheese shipments from Canada this year show a considerable decrease as compared with 1900, owing largely to the unsatisfactory state of the market. From the opening of navigation to September 1, there were shipped 873,000 boxes from Montreal to foreign ports, as

compared with 1,226,000 boxes for the same period last year. This decrease is attributed to the fact that while the cheese has been manufactured, it is held on this side of the water awaiting a better opportunity to dispose of it in Europe. The English cheese market has been overstocked at higher prices, and heavy losses have resulted, from which the buyers are trying to recover. It is expected that later on there will be a heavy movement of cheese from this port.

The export butter trade shows a substantial increase as compared with last year. The shipment abroad, from the opening of navigation to September 1, amounted to 197,000 packages, as compared with 169,000 packages for the same period last year.

There is an excellent trade in sugar, tea, canned salmon, and hardware. There has also been a large export demand for leather.

The export of live stock from the port of Montreal shows a large decrease as compared with previous years. For the present season, up to November 1, there had been exported from here: cattle, 67,704; sheep, 41,415; horses, 1,160.

The owners of seagoing vessels declare the present season has been a bad one for freights. To obtain cargoes at all, they claim to have been compelled to accept them at unremunerative rates.

A statement just made by the harbor commissioner gives the revenue received from the opening of navigation to October 1 as \$159,265, compared with \$157,423 for the same period last year. Of this sum, the revenue from exports amounts to \$47,000, as compared with \$67,000 for the same period in 1900. The revenue from imports shows an increase as compared with last year—\$93,000 against \$73,500—which practically balances the sheet, making up for the decreased revenue from exports.

The cost of living in Montreal has increased considerably over last year; in fact, prices have been steadily advancing for several years. There is a continued advance in the price of breadstuffs and meats, although there seems to be an abundance of both in the country.

DELINQUENT TAXES.

The city of Montreal is suffering greatly from the delinquency of taxpayers. The following is a statement submitted, showing that taxes due the city amount to \$534,891.77. The statement on assessments is as follows:

Year 1900:

Outstanding December 31, 1900	\$562, 150. 24
Paid to date	364, 425. 94
Balance	<u>197, 724. 30</u>

Year 1899 and prior years:

Outstanding December 31, 1900	131, 895. 07
Paid to date	77, 727. 89
Total due	<u>251, 891. 48</u>

The statement on water and business taxes is as under:

Year 1900, water rates outstanding December 31, 1900	\$200, 845. 86
Arrears of 1899 and prior years	166, 030. 75
Total	<u>366, 876. 61</u>
Paid to date, about	142, 000. 00
Balance	<u>224, 876. 61</u>

Year 1900, business taxes December 31, 1900	\$82,533.05
Arrears of 1899 and prior years.....	43,590.63
Total.....	126,123.68
Paid to date, about.....	68,000.00
Balance	58,123.68

Legal proceedings have been instituted in all cases to collect the debts.

The present debt of the city of Montreal is \$27,000,000. The civic revenue is \$3,157,114.33, of which the principal sources are:

Assessment on real estate, including school tax.....	\$1,776,694.39
Water rates.....	708,829.69
Business and personal taxes.....	264,406.71

The current expenditure is \$3,095,321.25, of which \$1,033,413.94 is for interest on the municipal debt.

MONTREAL STREET RAILWAY EARNINGS.

The earnings of the Montreal Street Railway Company during the fiscal year just ended were \$1,867,909, a gain of \$225,944 over the earnings of the previous year. The company did an immense business, in spite of the loss it sustained through interruption to traffic during repairs. In addition to the \$1,867,909 earned by city lines, the company received \$168,000 from lines in the municipalities about Montreal.

Of the revenue from city lines, the city is entitled to \$86,373. The courts will be called upon to decide whether or not the city is entitled to a percentage of the earnings of outside lines.

TUBERCULOSIS DISEASES.

While the Dominion of Canada is generally regarded as a remarkably healthy country, there has been an alarming increase in the number of deaths from tuberculous diseases in the Province of Quebec during the past two years. In 1894, the deaths numbered 2,664; in 1896, 2,826; in 1899, 3,487, and in 1900, 4,782.

A tuberculosis hospital is to be erected on the side of Mount Royal, the Fathers of the Holy Cross having donated the site. A wealthy citizen will endow the hospital.

CANADIAN BANKS.

According to the figures of the September bank statement, the tide of prosperity is still full and strong. The circulation has increased from \$46,882,028 in September, 1899, and \$50,387,070 in 1900, to \$56,027,407, or more than \$9,000,000 in two years. The deposits without interest show a falling off, amounting to only \$96,866,910, compared with \$101,911,549 in 1900, and \$97,068,793 in 1899. Deposits bearing interest, on the other hand, show notable increases, from \$170,293,952 in September, 1899, to \$228,015,362. Deposits elsewhere than in Canada increased from \$21,213,758 in September, 1900, to \$31,465,489. The increase in the total of public deposits, compared with the corresponding month of last year, is therefore more than \$50,000,000.

The total deposits in chartered banks now amount to \$356,347,761; in the Montreal savings banks, to \$12,837,582; in the Quebec savings banks, to \$6,559,611, and in government savings banks, to \$40,359,510, or a grand total of \$416,000,000, compared with \$388,000,000 for September, last year.

The paid-up capital of some of the leading chartered banks and the amount of notes in circulation are as follows:

Paid-up capital and note circulation of leading banks.

Bank.	Paid-up capital.	Note circulation.
Commerce	\$5,000,000	\$7,071,481
Imperial	2,500,000	2,309,602
Toronto	2,352,180	2,294,852
Dominion	2,478,241	2,468,174
Ontario	1,390,710	1,865,752
Standard	1,000,000	968,226
Traders'	1,346,000	1,300,845
Hamilton	1,999,910	1,881,794
Ottawa	2,000,000	1,874,726
Montreal	12,000,000	7,522,382
Union	2,000,000	1,788,418
Molson's	2,500,000	2,468,726
Nova Scotia	2,000,000	1,967,243
Royal	2,000,000	1,904,462
Bank of New Brunswick	500,000	498,070

THE INSURANCE BUSINESS IN CANADA.

The annual report of the superintendent of insurance for Canada, up to December 31, 1900, gives evidence of the growth in the amount of business done by Canadian companies, which now far outruns that of American and British concerns. While in 1870 there was but one Canadian life insurance company, there are now eighteen. The number of British companies has decreased about one-half, and the number of American companies remains the same as thirty-one years ago. The business of the British companies has been steadily falling since 1880. The Canadian companies in 1895 did 33 per cent of the insuring; to-day they do 55.9 per cent. The American companies have gained in the same time from 29.5 to 38.7 per cent. Seventy-five years ago the American companies received twice as large a sum in premiums as the Canadian. To-day the Canadian companies' income is over twice that of their United States competitors, and seven times greater than that of the British companies.

At the present time, there are 103 companies under the supervision of the insurance department. Forty-eight are in life insurance and 5 on the assessment plan; 38 are in fire insurance; 4 in inland marine; 8 in accident; 5 in guarantee; 1 in steam boiler; 4 in plate glass; 1 in burglary guarantee; 3 in registered mail, and 9 in sickness insurance. The deposits held by the receiver general for the protection of policy holders amounted, on July 2 of this year, to \$29,535,739.

The total amount of premiums for all forms of insurance last year was \$26,698,088, of which \$13,009,197 was by Canadian and \$13,668,891 by British and American companies.

There was paid out in fire losses \$7,774,293, an increase of \$2,592,255 over the preceding year. The ratio of losses paid to premiums received was 78 per cent for the Canadian, 94 for the British, and 104.95 for the American companies. The high loss ratio was due to the Hull-Ottawa fire, in which the licensed companies lost \$3,662,098.

The gross amount of fire policies written during the year, new and renewed, was \$803,428,654.

The total amount of life policies taken out during the year was \$68,896,092, or \$1,495,359 more than in 1899. The Canadian companies show a decrease of \$3,592,179. The amount written by Canadian companies was \$38,545,949; by British companies, \$3,717,997, and by American companies, \$26,632,146. At the close of the year, there was in force life insurance to the amount of \$431,069,846. The average life policy in Canadian companies is \$1,545; in American companies, \$1,972. There was paid to policy holders in 1900, \$9,232,061. Of this, \$5,125,217 was in death claims, including bonus additions; \$1,655,517 was in matured endowments, and \$1,501,365 was in dividends to policy holders. The amount of life insurance in force on the assessment plan is \$128,034,000. There was paid in by members \$1,719,369, and the amount paid for death claims was \$1,141,751.

CANADIAN FORESTS AND FOREST PRODUCTS.

The Dominion of Canada is the greatest timber-producing region on the continent of North America. In addition to the vast areas of timber lands under control of the provincial governments of British Columbia and the eastern provinces of the Dominion, there are in the northwest, north of the prairie region, 1,186,000 square miles of timber lands under control of the Dominion government.

Probably few people have ever imagined that there were such large areas of timber in the northwest, which is usually regarded as a prairie country. If carefully guarded against destruction, these forests may yet prove an asset of very great value to the Dominion. Even now, they would be exceedingly valuable if the rivers that flow through the land ran south instead of north. The whole territory of Canada in the northwest slopes towards the Arctic Ocean, consequently timber can not be floated down to the settled regions of the northwest, and until the forest lands are penetrated by railways, the timber will be of comparatively little value. Even with railways running into the forests, the cost of getting the timber to market will be greater than if it could be floated down the rivers.

While none of the rivers flow south, many of them do flow east, emptying into Hudson Bay, and when railways connecting the St. Lawrence River and the Great Lakes with Hudson Bay are constructed it will be possible to float timber eastward to Hudson Bay, on some of the northern rivers, and tow it to James Bay, to be transferred to the railways. North of the height of land in the provinces of Ontario and Quebec the slope is also toward the north, so that the rivers can not be utilized for floating timber to the settled portions of these provinces.

How to preserve this great forest area from destruction by fire, is being considered by the Dominion Government. In one respect at least, the preservation of the northern forests will probably be of advantage long before they yield any revenue to the Government—they tend to moderate the climate.

In a recent address delivered by the Dominion superintendent of forestry, regarding the destruction of forests in the older provinces by fire, he said:

It is well within the mark to place the proportion of pine trees destroyed by fire, as compared with those cut by lumbermen, as 10 to 1, while the value of the timber which has thus gone up in smoke would more than pay the national debt.

The fires are generally started by careless hunters and lumbermen. A few thoughtless people may destroy in a brief period the growth of a century.

The official reports for 1899, the last year for which complete returns are available, show that during that year Canada exported forest products to the value of \$28,114,295. This total was made up as follows:

Ashes.....	\$110,797
Bark for tanning	48,890
Firewood	123,711
Ivory nuts	9,561
Knees and futtocks	17,559
Logs of all kinds	1,569,702
Battens	39,526
Basewood	31,772
Pine deals	4,193,628
Deal spruce and others.....	7,848,437
Deal ends	770,458
Laths	329,979
Palings	14,504
Pickets	87,840
Planks and boards.....	6,885,762
Joints	1,652
Scantling	233,316
Shingles	976,361
Shooks:	
For boxes.....	160,861
All other	64,299

These, with staves and headings, made a total export of lumber of \$22,500,594. Under poles are included match blocks, masts and spars, piling, hop and telegraph poles. The value of poles exported was \$55,182. The exports of timber amounted in value to \$2,481,740, the largest single entry being white pine, \$1,256,654. Wood blocks for pulp were exported to the value of \$842,086, and other wood products to the value of \$94,985.

Crown timber dues.—New regulations relating to woods and forests were adopted by the executive council of the Province of Quebec on the 1st instant, and promulgated. The dues on pulp wood, says a Quebec letter, are largely reduced. It is provided:

All licenses to cut timber are subject to an annual ground rent of \$3 per square mile or fraction thereof; also, to an annual fire tax, the amount of which is fixed from time to time by the commissioner. These licenses run from 1st of May to the 30th of April following, and no claim for overcharge of ground rent and fire tax in the extent of the limits can be entertained after the licenses have issued. All licenses expire on the 30th of April after being issued, but the licensee who conforms to the existing regulations has, until the 1st of September following, the right of renewal of same. Any infraction of the law or regulations forfeits the said right, but the commissioner may consent to the renewal of the license on payment of the ground rent and such penalties as he may see fit to impose.

All wood goods cut in virtue of a license are subject to the following charges:

Square and waney timber, cubic foot:	
Oak and walnut	\$0.04
Other descriptions.....	.02
Saw logs, boom and dimension timber, per 1,000 feet B. M., of—	
Spruce, hemlock, balsam, cypress, cedar, white birch, and poplar .....	.65
Red pine .....	.80
White pine and other varieties.....	1.30
Cordwood (firewood) per cord of 128 cubic feet:	
Hardwood .....	.20
Softwood .....	.10
Pulp wood, per cord of 128 cubic feet, with a reduction of 25 cents per cord on timber manufactured into paper pulp in the Dominion of Canada .....	.65

Rails, not exceeding 12 feet in length, per 100 pieces:	
Cedar rails.....	\$0. 30
Rails of other varieties of timber .....	. 15
Pickets per 100 pieces:	
Cedar pickets .....	. 15
Pickets of other varieties of timber .....	. 10
Cedar or pine shingles, per mile:	
Short.....	. 10
Long .....	. 15
Poles of all kinds of timber for carrying electric wires, per linear foot:	
Poles 10 inches diameter or less at the butt .....	.00½
Over 10 inches diameter at butt .....	.00½
Railway ties of all kinds of timber, per piece .....	.02
Hemlock, lathwood, per cord of 128 cubic feet .....	.20
Hemlock bark, per cord of 128 cubic feet.....	.32
Futtocks, knees, floors of birch and other shipbuilding material, and all wood goods not enumerated in foregoing list, an ad valorem duty on the invoice, 10 per cent.	

The cord of 128 cubic feet is considered for the purposes of this tariff to be equal to 600 feet B. M. The present rate of ground rent for licenses to cut timber shall not be increased until the 1st of September, 1910, and all license holders who have conformed and shall conform to the regulations concerning the administration and sale of timber on Crown lands shall have, up to that date, the privileges of renewing their licenses at the same rate of ground rent; and the dues now exacted by the regulations on all timber cut in virtue of a license shall not be increased before the said date of 1st September, 1910.

CANADA'S PULP-WOOD INDUSTRY.

Canada's exports of pulp wood and wood pulp during the year ended June 30, 1901, amounted to \$3,335,265, of which \$966,920 was sent to Great Britain, and \$2,302,215 to the United States—\$66,194 going to other countries. The total is an increase of \$616,477 over the exports of 1900, those to Great Britain showing an increase of \$366,372, and those to the United States a gain of \$244,321. An increase of \$494,247 is apparent in the exports of pulpwood, the United States taking \$500,744 more in 1901 than in 1900, and Great Britain \$6,172 less, the difference (\$325) being sold to other countries. Of wood pulp, the increased value disposed of is \$122,230, the details being: Increase to Great Britain, \$372,544; to other countries, \$6,109; decrease to the United States, \$256,423.

It is worthy of note in this connection that two or three years ago little or no interest was felt in England in Canada's pulp wood, but in that interval the change has been so rapid that Great Britain is now receiving from Canada one-sixth of its total consumption, and Canadian competition with Norway and Sweden has been most successful, the latter having been placed on the defensive by the excellent quality of the Canadian product. In a few years, the Canadian product imported into the mother country will reach one-half of the total quantity used there and as the total value is about \$15,000,000 yearly, half of this will fall into Canadian hands. The Scandinavian forests are somewhat depleted, although still large, but even if they last only twenty-five years, the Canadian supply is good for two hundred years.

In the meantime, the development of the pulp-wood industry by the aid of American and English capital goes on with wonderfully rapid strides. Great mills are being erected in the Provinces of Quebec, Ontario, British Columbia, New Brunswick, and Nova Scotia. Timber leases and purchases are made on reasonable terms, and the profits on the manufacture of pulp and paper are large.

A GREAT CANADIAN FURNITURE TRUST.

Within the current year, the furniture manufacturers of Canada have succeeded in forming a combine that includes 75 per cent of the total furniture trade of the country, and they have already acquired a considerable grip on the export trade.

The capital stock of this combination is \$3,000,000, of which \$2,000,000 is preferred, carrying a 7 per cent cumulative dividend.

The companies which have become members of the new corporation are: American Rattan Company, Limited, Walkerton; Anderson Furniture Company, Limited, Woodstock; Anthes Manufacturing Company, Limited, Berlin; Button & Fessant, Wingham; The Union Furniture Company, Limited, Wingham; Burr Brothers, Guelph; Zoellner & Co., Mount Forest; Joseph Orr, Stratford; Lewis Halm, New Hamburg; The Simpson Company, Limited, Berlin; Schaefer, Killer & Co., Waterloo; Snyder, Roos & Co., Wiarton; The Siemen & Brothers Manufacturing Company, Wiarton; The Hill Chair Company, Limited, Wiarton; The Ketchell Furniture Company, Limited, Hanover; The Furniture Manufacturers' Exporting Company, Berlin, Ontario, and Liverpool, England; Broadfoot & Box Furniture Company, Seaforth; The Hobbs Manufacturing Company, mirror plates, London.

The officers are: President, Simon Snyder, Waterloo; vice-president, W. R. Hobbs, London; secretary-treasurer, J. R. Shaw, Toronto; factory superintendent, J. S. Ketchel, Hanover.

The combination is known as "The British American Furniture Company, Limited." One-third of the stock is owned by Londoners.

A NEW PAPER COMBINE.

The ease with which a combination of manufacturers can evade the slow and cumbrous movements of a parliamentary committee has received a new illustration in the case of the so-called paper combine. Since the investigation into their methods has been concluded, the old "combine" has melted away and a new combination has been formed with an agreement signed by the eleven principal paper manufacturers of Canada, covering almost the entire paper trade of the Dominion. This new coalition promises to those who agree to abide by its rules a premium of 2 per cent on all purchases of from 90 to 100 tons; a premium of 3 per cent on purchases of 150 to 300 tons, and of 4 per cent on purchases over that amount. To earn these premiums, the quantity specified must be purchased within twelve successive calendar months from one or more of the eleven companies comprising the combine, and the purchaser binds himself not to receive any paper made by any other manufacturer than a member of the combine, and agrees not to sell, directly or indirectly, at less than the established price.

Of course, the prices charged by the coalition are sufficiently high to permit of the promised refunds or premiums being granted without loss, and the agreement not to sell below a fixed price is a guarantee that there can be no break in values. The combine exacts also a statutory declaration, which must be executed before a duly qualified official by a principal of the firm making application for a refund. This declaration sets forth that the person making it has personal knowledge of the facts attested, that no paper has been sold below the

combine's prices, that no favors have been granted to conceal special rates, that no outside firms have been allowed to participate in the benefits, and that no purchases have been made from firms outside of the combine. This declaration has, by virtue of the Canada evidence act of 1893, the same effect as if made under oath, and thus the combine is enabled to ascertain beyond a peradventure that its orders have been obeyed. Consequently, there is nothing to prevent its making prices just as high as these of imported paper with the duty added. And no doubt this will be done. But the instructive point is the mobility of these trade agreements. When threatened by legislation at one point, they can dissolve instantly and reform in another, long before slow and cumbrous laws can overtake them.

MINERAL WEALTH OF CANADA.

The mineral wealth of the Dominion of Canada is enormous. Development of this wealth only began a few years ago, but now, with the aid, in a great measure, of capital from the United States, it is proceeding with rapid strides. It is estimated, from the returns received direct from the producers and the official figures published by the provincial department of mines, that the mineral production of Canada during the year 1900, computed on the basis of the selling price of the minerals at the pit's mouth, approximated not less than \$67,000,000, distributed thus:

From Yukon, Northwest Territories, and Manitoba.....	\$28,000,000
From British Columbia.....	16,344,751
From Ontario.....	9,298,624
From Quebec.....	3,000,000
From New Brunswick.....	500,000
From Nova Scotia.....	10,000,000

It will be gathered from these figures that the greatest activity and most substantial progress achieved have been in the Yukon district and British Columbia.

The output of gold from the Yukon during the year was not less than \$25,000,000, as follows:

Dust and bullion received at Government assay office, Seattle	\$16,946,437.08
Purchased by United States Mint and Selby Smelting Company, San Francisco, during eleven months, January 1 to November 30..	5,395,000.00
Dust not exported and dust used in the Territory as a medium of exchange.....	3,000,000.00

The figures for previous years are estimated to have been:

1897.....	\$2,500,000
1898.....	10,000,000
1899.....	17,500,000

So far, gold in paying quantities has been found in the bottoms of the valleys or in terraces along the sides of the valleys. No rich quartz veins have yet been discovered. The year was notable for the opening of lignite deposits. Several thousand tons were mined and transported to Dawson, while 531 tons were exported to the United States.

The official figures given in the annual report of the minister of mines for British Columbia show that the total mineral production of that province increased from \$12,393,131 in 1899 to \$16,344,751 in 1900, or 33 per cent. One of the most important features was the

marked expansion in the production of coal, the total quantity mined having increased to 1,590,179 tons, of which 150,584 were converted into coke, leaving the net coal production for the year 1,439,555 tons, of a value of \$4,318,785, as compared with 1,306,324 tons, of a value of \$3,918,972, in 1899. The value of the bullion produced from placer, hydraulic, and lode mining was \$4,732,105, or an increase over the previous year of \$529,632. The total quantity of silver produced was 3,958,175 ounces, of a value of \$2,309,200, an increase over 1899 of \$645,492. Other returns are:

Articles.	Production.	Value.
Copper.....pounds..	18,919,820	\$3,068,119
Pig iron.....do....	35,387	568,158
Lead.....do....	68,169,821	2,760,521
Nickel.....do....	7,080,227	8,227,707
Asbestos.....do....	80,641	768,481
Coal.....tons..	5,382,197	12,668,475
Coke.....do....	157,134	649,146
Graphite.....do....	1,922	30,940
Gypsum.....do....	22,000	259,009
Manganese ore.....do....	20,000	25,000
Mica.....do....	.....	166,300
Others.....tons..	1,966	15,898
Zinc.....pounds..	212,800	9,342

The year was one of considerable activity in mining enterprise in Ontario, the development in the production of nickel, copper, and iron being of a solid and substantial character. The increase over the previous year amounted to \$881,951, or 10 per cent. Forty-eight companies were incorporated, with a capital of \$35,818,900, as against 74 companies, with a capital of \$87,382,900, in 1899.

The advance in mineral production in the province of Quebec, which amounted to about \$1,000,000 over the preceding year, was very largely brought about by the increased activity in the asbestos industry and the advance in prices realized for that mineral, as well as for iron and steel and other products.

The production of manganese and gypsum constituted the most important feature of the somewhat limited mining enterprise in New Brunswick. The remarkable activity in the production of coal and the opening up and equipment of many new collieries, together with the vast undertakings of the Dominion Iron and Steel Company, rank not only as the most conspicuous features of mining progress in Nova Scotia, but among the most important events in the Dominion during the year. The provincial government figures show that the output of coal of the past year was the largest in the history of the industry.

THE WOOLEN INDUSTRY.

The one particular industry in Canada that seems to have been throttled by legislation is the woollen manufacturing business. The preferential British tariff has enabled British exporters to undersell manufacturers here. The protective policy caused the establishment of great woollen mills in Canada, because American goods were to a large extent prohibited from competition. Under the preferential tariff, the British manufacturers were enabled to send here last year goods to the value of \$10,000,000. As they are considered of a better quality than the home product, and as cheap, a large number of Canadian mills have closed down, and some have gone into liquidation.

COTTON GOODS.

This branch of manufacturing, which had grown to large proportions and become very prosperous under protection, has also been seriously affected by the British preferential tariff. Some mills have closed down; some are in distress, and the stock of many has fallen 50 per cent within the past year. Of the 640,000 spindles running in this country, fully one-third are idle.

THE BOOT AND SHOE INDUSTRY.

This business is not growing to any extent, and manufacturers are demanding increased protection. The fact is, the American shoe is better than the Canadian, and there is a large demand for our products in spite of the duty imposed.

At the weekly meeting of the *Chambre de Commerce*, held a few days ago, consideration was given to a report on the chance for establishing an export trade in boots and shoes. This report advanced the theory that the government could help the growth of an export trade by lessening the duty on shoe machinery not made in this country, and on thread, shoe nails, and tacks. The tanners' association could also assist by keeping the price of leather at a steadier basis. The report went on to say that 50 per cent of the leather produced in this country was exported to England, and why should it not be exported as a manufactured article? The best boots sent to South Africa, it was claimed, were those sent from this country. Unfortunately there was a lack of confidence in Canadian goods on the part of the English, they preferring American manufactures.

A dispatch from Toronto, of October 25, says:

Some time ago the shoe manufacturers, alarmed by the "American invasion" of fine shoes, decided to bring what pressure they could to bear on the Government for an increase in the duty on fine shoes, which would enable them to compete with the American manufacturers. The retail shoe dealers of this city have protested against any further increase in the duty on American ladies' shoes, as they consider that the time is not yet opportune and will not be until a greater variety of style and a higher finish is put upon the Canadian-made shoes.

BUTTER AND CHEESE.

Canadian butter and cheese have not been so welcome in the English market this year as last. Buyers claim there is too much salt in the butter and that the cheese is too green.

At a recent meeting of the Montreal Butter and Cheese Association, it was resolved to issue a circular to the dairymen of Canada, advising them to turn their attention to butter more generally, and to discontinue the manufacture of cheese entirely after the 1st of November, for the following reasons:

1. That fodder cheese hurts the consumption, thus diminishing the demand for grass goods and lowering the price.
2. That the outlet for cheese is limited, and everything depends on the quality to induce a large consumption.
3. That the consumption of cheese is not increasing, but diminishing, while the consumption of finest creamery butter is rapidly growing.
4. That the price of butter is higher, on an average, all the year around, than cheese, for the finest qualities.
5. That the manufacture of butter is more profitable than cheese, not only in the comparative price, but in that the farm stock and land are better sustained.

6. That in order to maintain high prices, there must be a continuous supply of finest butter, and as the flow of milk is lessening now it is most urgent that the quantity should be kept up as much as possible, and to divert the milk from cheese to this article is the only way to keep up the supply.

It is also recommended that all factories be fitted up so as to make either cheese or butter and that cheese be held three weeks at a temperature of 60°, to insure proper curing.

The total shipments of cheese to foreign ports from May 1 to November 1, 1901, were 1,611,205 boxes. During the corresponding period of last year, the shipments were, 1,930,669, showing a decrease of 319,464 boxes.

The total shipments of butter from May 1 to November 1 were 376,699 packages, as against 250,386 packages for the corresponding period of 1900, an increase of 126,313 packages.

THE PORK INDUSTRY.

The following statement has just been issued by the commissioner of agriculture:

The growth of the export trade in bacon from Canada has been one of the features of the commercial development of the past few years. In 1890, the total value of the pork, bacon, and hams exported from Canada amounted to \$645,360. At the end of the last fiscal year, the export trade in these same commodities had grown to the value of \$11,829,820. A large portion of this increase has been from the Province of Ontario. As yet, the business is one of only small dimensions in the Province of Quebec.

The packing houses in the Province of Quebec from which an export trade is done can not obtain nearly a sufficient supply of hogs to fill their orders or to keep their works running at their full capacity. The Laing Packing and Provision Company, with headquarters at Montreal, have written to the department of agriculture lately saying that when they get their new packing house in Montreal completed they will require some 5,000 hogs per week to keep the works running. The prices they have been paying for hogs are high; as much as 7½ cents per pound live weight have been paid during periods this year.

As the dairy industry, particularly the manufacture of butter, has increased in the Province, it is desirable that the raising of hogs should grow with that. The marvellous growth of the bacon business from Denmark has been identified with the increase in their butter trade. A little skim milk and buttermilk mixed with grains are foods well suited for making fine bacon in an economical way.

LINSEED OIL.

It is estimated that the quantity of linseed oil produced in Canada is about equal to the quantity that has been imported during the last year or two.

Importation of linseed oil (raw or boiled).

	Gallons.
1896	958, 226
1897	961, 075
1898	539, 676
1899	1, 032, 308
1900	1, 044, 972

Nearly all the oil imported comes from Great Britain, the quantities being 1,022,235 gallons in 1900 and 1,022,354 gallons in 1899.

FLAXSEED.

Flaxseed imports.

	Pounds.
1896	1, 621, 312
1897	12, 992
1898	3, 349, 892
1899	45, 708, 682
1900	51, 184, 541

The best result last year, as far as yield of seed per acre is concerned, was at the experimental farm at Indian Head, Northwest Territories—10 bushels and 44 pounds to 15 bushels and 18 pounds per acre. An additional mill is being prepared in Montreal for next season's operations.

PETROLEUM.

During the year 1900, there was produced in Canada 710,498 barrels (of 35 imperial gallons) of petroleum. This was less than was produced in the previous year by about 100,000 barrels. The value of the product of 1900 is set down at \$1,151,007.

IRRIGATION IN THE NORTHWEST.

The Canadian Pacific Railway authorities have under consideration an immense scheme of irrigation for the Northwest, by which it is proposed to make a good farming and grazing country out of millions of acres which now lie dry and arid. These barren lands lie between Calgary and Medicine Hat, immediately on the north of the railway line. Mr. James Anderson, who has done gigantic work in California, Egypt, and other places, has recently been over this area and reports that there is nothing to prevent the great work being successfully carried out. His report is now before the executive committee of the railroad company in Montreal, and it is understood that, as an experiment, 300,000 acres of the 3,000,000 barren acres will be put under irrigation.

But before the experiment is made, the ownership of the land to be benefited by the work would have to be settled. At present, every alternate section is company property, the remainder being in the hands of the Dominion government. It is therefore probable that at the next session of Parliament a new land grant will be obtained, giving the company the ownership of the lands through which the irrigation canals will run.

The scheme contemplated will not only irrigate the 3,000,000 arid acres referred to, but will also make it possible for ranchers to utilize many million more acres for grazing purposes. It is stated that at present there are not more than 500 people settled in the territory which the company contemplates irrigating. This is a region which must have been visited by exceptionally heavy prairie fires, and possesses some of the richest soil in the territory of Alberta. During the course of his survey, Mr. Anderson discovered that almost all the gulches and some of the upper lands had been burned out, and he has outlined a simple plan by which the whole of this vast area can be reclaimed. The scheme, in a nut shell, is the building of a dam at Bow River, a mile east of Calgary, cutting intersecting canals and leaving the force of gravitation to do the rest.

The success already attending the irrigation of the Mormon colony lands at Lethbridge amply proves what can be done in this respect.

From 40 to 70 bushels to the acre has actually been harvested this year, and the average of root crops is still more surprising. The work of irrigation was planned by Mr. Anderson and carried out by the Canadian Northwest Irrigation Company, who were fortunate in securing at the outset a number of Mormon settlers thoroughly familiar with the work of irrigated lands in Utah.

Calgary is over 3,000 feet above sea level, and Medicine Hat 2,200 feet, the intervening country being a high plateau, watered on either

side by the Bow and Red rivers. There are no hills to interrupt the regular flow along the canals, and the soil is perfect.

THE CANADIAN TELEGRAPH SYSTEM.

The telegraph system of Canada includes 3,906 miles of land and cable telegraph lines owned by the Dominion government, and 30,717 miles owned by private companies, making a total of 34,623 miles of lines and 84,510 miles of wire. The messages of the signal, quarantine, and meteorological services, and also the bulletins giving the movements of fish in the waters in the Gulf of St. Lawrence, are transmitted free. Since 1895, the mileage of the lines under government control has increased by 1,182 miles, the total sum voted for construction and operation and maintenance of telegraph lines during 1900 amounting to \$527,400. The companies' lines conveyed 4,960,414 messages in 1900. In 1891, the average number of messages carried annually per office was 1,700, and in 1900 it was 1,850, the number of offices increasing in the period by 198.

The government telegraph service from Ashcroft, British Columbia, to Dawson is proving a difficult one to keep open. Advices received state that the line is down somewhere north of Quesnel, and business will be tied up, of course, until the break is located. This makes the second break in three weeks, so that it looks as though the winter service would be irregular. Between now and the month of January, when traveling on the ice will not be safe, the telegraph is about the only means of communication between Dawson and the outside world.

ELECTRIC LIGHT COMPANIES.

The numerous falls and rapids in the waters of Canada afford wonderful opportunities to obtain at a small cost great electric power. The following table shows the electric light companies registered under the electric light inspection act, by Provinces, during the years ended June 30, 1899 and 1900:

Number of electric light companies registered under the inspection act, number of lamps, and registration fees, 1899 and 1900.

Province.	1899.				1900.			
	Compa- nies.	Number of lamps.		Registra- tion fees.	Compa- nies.	Number of lamps.		Registra- tion fees.
		Arc.	Incan- descent.			Arc.	Incan- descent.	
Ontario	172	6,297	271,220	\$2,496	187	6,577	334,163	\$2,760
Quebec	44	3,060	163,014	710	49	3,096	214,362	777
Nova Scotia	23	401	83,109	320	23	872	88,725	350
New Brunswick	10	459	15,101	175	11	657	15,747	200
Manitoba	6	155	13,190	120	6	177	21,350	100
British Columbia	12	477	39,578	210	13	587	46,783	250
Prince Edward Island	3	87	6,325	60	3	87	6,430	60
The Territories	5	26	5,105	80	5	34	5,700	95
Total	275	10,962	546,642	4,170	297	11,587	683,250	4,592
Total, 1899	259	10,389	463,615	3,810	.....	.....	.....	.....

NOTE.—One arc light is estimated to be equal to 10 incandescents.

CANADIAN POSTAL SERVICE.

The postal service of Canada is very fair, but in no way does it equal that of the United States.

The actual railway mileage over which mails were carried in 1899-1900 was 16,354 miles, and the train mileage numbered 16,743,466

miles. In addition to the above mileage by rail, there was a water service of 1,271,234 miles.

There are 9,627 post-offices in the Dominion. The number of letters carried per head was 33.15. The total number of letters posted was 178,292,500.

The revenue of the department for 1900 was \$4,345,823; the expenditure, \$4,807,484—the revenue and expenditure of the Yukon and Atlin districts not included.

The following mail subsidies were paid during the year ended June 30, 1900:

Mail subsidies paid during the year ended June 30, 1900.

	Amounts paid by department of trade and commerce.
Canada and Australia.....	\$121,667
Victoria and San Francisco.....	5,000
Canada and Great Britain.....	189,424
Halifax, Newfoundland, and Liverpool.....	14,714
St. John, Halifax, and London.....	33,368
St. John and Glasgow.....	7,500
St. John, Dublin, and Belfast.....	6,750
St. John and Halifax and West Indies and South America.....	78,000
St. John and Digby.....	12,500
St. John and Minas Basin.....	2,500
St. John and Halifax via Yarmouth.....	7,000
Grand Manan and Mainland.....	4,000
Prince Edward Island and Mainland.....	10,000
Magdalen Island and Mainland.....	9,000
Dalhousie and Gaspé Basin.....	11,500
Pictou and Cheticamp.....	2,000
Pictou, Murray Harbor, Georgetown, etc.....	1,200
Port Mulgrave, Arichat, Canso, etc.....	7,848
Baddeck, Grand Narrows, etc.....	3,984
Halifax and Newfoundland via Cape Breton.....	2,000
Quebec and Gaspé.....	5,778
Prince Edward Island and Great Britain.....	3,500
Canada and Manchester, Great Britain.....	33,613
Port Mulgrave, St. Peters, and Irish Cove, etc.....	3,966
Canada and Japan.....	73,000
Total for 1900.....	599,832
Total for 1899.....	584,066
Total for 1898.....	589,773

IMMIGRATION.

The Canadian government is making considerable effort to increase immigration. The cost last year of employing immigration agents, and incidental expenses connected therewith, was \$434,563.

The following table gives the number of declared settlers arriving in Canada during the years 1898, 1899, and 1900:

Number of immigrants arriving in Canada calendar years 1898, 1899, and 1900.

Nationality.	1898.	1899.	1900.
United States.....	9,119	11,945	15,500
English.....	9,475	8,576	8,184
Irish.....	783	1,337	765
Scotch.....	1,400	747	1,411
Donkhobors.....		7,850	
Galicians.....	5,509	6,700	6,593
German.....	563	780	705
Scandinavian.....	724	1,526	2,380
French and Belgian.....	545	413	483
Other nationalities.....	3,882	5,169	8,676
Total.....	31,900	44,543	44,697

The number of Chinese who came into the country during the year 1900 was 4,231. These paid to the government head fees aggregating \$28,633.

THE RAILWAYS OF CANADA.

The Dominion statistician has recently prepared a complete table, showing the loans and subsidies granted by the government toward the construction of the railways. The statement shows that in bonuses to railways \$90,038,578 has been given and 39,725,130 acres of land, of which the Canadian Pacific Railway received 25,000,000 acres of land and \$62,742,816 in money. The several Provinces gave bonuses to the amount of \$28,700,251, and the municipalities to the amount of \$12,141,086, a total of \$130,879,915. In addition, loans were made to the extent of \$24,346,800, of which \$15,964,533 was by the Province of Canada, before confederation, to the Grand Trunk Railway, the amount being taken over by the Dominion as one of the assets of the Province. Subscriptions for shares or bonds by the Provinces and the municipalities amount to \$3,064,500; the Dominion never indulged in that form of assistance. The cost of the Intercolonial Railway and connected branches (not included in the above) was \$60,006,192. The total cash outlay for railways by the Dominion has been \$166,009,303; by the Provinces, \$33,905,207, and by the municipalities, \$18,382,897, making in all a cash aid of \$218,297,407. The Dominion aid represents nearly 16 per cent of the whole capital invested in railways; the provincial government aid, 3.14 per cent, and the municipal aid, 1.59 per cent. Thus a little over one-fifth of the total capital invested in Canadian railways has been supplied by the public through the governments and municipalities.

Notwithstanding the alarm sounded by the public press over the enormity of the grants to corporations, the work of constructing railways, canals, and other public improvements by subsidizing them still goes on.

The following railways have been constructed in British Columbia during the last twelve months by the Canadian Pacific Railway: Between Vancouver and North Arm of the Fraser River, 6 miles. The Arrow Lake and Kootenai Railway, between Lardo and Trout Lake, has been extended 10 miles, and construction of the remaining portion—about 26 miles—is proceeding, a subsidy having been granted by the Dominion government. The Proctor extension of the British Columbia Southern, 21 miles, is completed. The Canadian Pacific Railway is operating 114 miles of new line of the Columbia and Western branch of its system as follows: Robson to Midway, 98 miles; Phoenix branch, 10 miles; Mother Lode, 6 miles, and about 5 miles of spur lines to various mines branching therefrom. These lines are all standard gauge. The Crow's Nest Pass Southern Railway will connect the collieries with the Great Northern system at Jennings, distance about 60 miles, and a largely increased output of coal will probably follow.

Halifax advices state that the Nova Scotia government has signed a contract for the construction of a line of railway from Halifax to Barrington, with a branch from New Germany to Caledonia Corner, a total length of about 200 miles. The government is to give, in cash or provincial bonds, \$12,500 a mile, charging 3½ per cent; the contractors will also receive from the Dominion government a subsidy of \$3,200

a mile. The government takes a first mortgage on the property. This is the largest financial undertaking of the Nova Scotia government, and will mean the payment of over \$2,500,000.

The Canadian Northern, Canada's new transcontinental line, will be completed through to the Manitoba grain fields by November—in time to handle a large part of the wheat crop of this year. Track laying in the region north of Minnesota is progressing at the rate of 3 miles a day, and two great steel bridges, one crossing the Rainy River and the other the Red River of the North, are almost done.

This will complete the line from Lake Superior to the Saskatchewan River, and almost to the foothills of the Rockies. At the Lake Superior terminal, a million-bushel elevator will be ready for wheat in November. Officials of the company have been at Duluth lately to figure for the construction of several large steel freight ships at the Collingwood yards for the lake wheat trade, and it is probable that these boats will be ready next fall. They will extend the line of the Canadian Northern through the lakes to the easternmost point of the Georgian Bay, where arrangements have been made with the Canada-Atlantic and other roads by which tidewater will be reached.

The Port Huron and Duluth line of steamers has closed a contract with the Grand Trunk Railway for carrying grain and other freight from Upper Lake ports for transshipment over the Grand Trunk Railway. The company will build four steel steamers for this carrying trade. The contract is said to be for a long term of years, with the option of renewal to the steamboat line.

The constructor of the Canadian Northern makes the definite statement that his road will build the much-talked-of branch to Ely, there to connect with the Duluth and Iron Range road, and thus with the railway systems of the United States. The new line will be 40 miles long. It is partly built, and will be finished next year.

The two leading lines of railway in Canada are the Canadian Pacific and the Grand Trunk systems.

The twentieth annual report of the Canadian Pacific Railway is considered by far the most encouraging statement of affairs ever issued.

The immense system now embraces upward of 10,333 miles. The condensed balance sheet shows the assets of the company to amount to \$291,518,571, the cost of railway and equipment being \$225,353,616.

The steamships, ocean, lake, and river, are valued at \$5,791,815.

The earnings for the twelve months ended June 30, 1901, were \$30,855,203. The working expenses were, in 1899, \$16,999,872, and in the twelve months covered by the report, \$18,745,828, leaving the net earnings \$12,230,165 for 1899 and \$12,109,375 for 1900-1901. Like all other large systems, the Canadian Pacific Railway has felt the increase in the cost of wages, material, etc. Taking this into account, and the partial failure of last year's wheat crop, the statement is most satisfactory. During the year, the road carried 4,337,799 passengers and 7,155,813 tons of freight, the average passenger fare being 1.93 cents a mile and the charge per ton of freight, 0.79 cent per mile.

The working expenses of the year amounted to 60.75 per cent of the gross earnings and the net earnings to 30.25 per cent, as compared with 58.16 and 41.84 per cent, respectively, in 1899.

The report points out that, in view of the rapidly increasing development of Pacific trade and the desirability of securing as much thereof as possible, the steamers and other property of the Canadian Pacific

Navigation Company were acquired at an expense of \$531,000. Since the purchase was made, another steamer has been added to the fleet at an expense of \$175,000. Before next season, it may be necessary to provide one more steamer for the northern or Yukon trade, and one for the route between Vancouver and Victoria.

The growth of the company's traffic on the Pacific Ocean suggests the importance of providing at an early date an additional steamship, somewhat larger and faster than the present boats. In order to provide for these expenditures, the shareholders will be asked to authorize the issue of steamship bonds to the amount of £480,000.

The Grand Trunk report just issued is for the half year ended June 30, 1901, which it is claimed, has been the most prosperous period of its existence. The gross receipts were £2,287,795, and the net traffic receipts £743,183; the net revenue receipts amounted to £827,805. After deducting the net revenue charges for the half year, and the amount advanced to the Grand Trunk, Western and Detroit, Grand Haven, and Milwaukee companies, the total amount available for dividend was £196,835.

The working expenses, including taxes, amounted in the half year to 67.52 per cent of the gross receipts.

In 1900, the Grand Trunk carried through Canada 17,000,000 bushels of United States grain, 6,300 cars of American dressed beef, and 23,000 cars of American live stock. In wages and repairs, called for by the carrying of this freight, it expended in Canada last year \$4,750,000. Of the total traffic from the United States, 49 per cent was carried to Montreal or Portland, the remaining 51 per cent going eastward via the Niagara frontier.

CANADA'S SHIPPING.

The total number of vessels in the register books of the Dominion on December 31, 1900, was 6,735, measuring 659,534 register tonnage, being an increase of 37 vessels and a decrease of 19,818 tons as compared with 1899. The number of steamers on the registry books on the same date was 2,101, with a gross tonnage of 293,096. Assuming the average value to be \$30 a ton, the value of the registered tonnage of Canada on December 31 would be \$19,786,030. The number of new vessels built and registered in Canada during 1900 was 297, measuring 22,329 tons register.

NEW BICYCLE CUSTOMS LAW.

The department of customs has made a new ruling, that bicycles hereafter brought into Canada by members of the League of American Wheelmen, on tours, are subject to customs duties the same as those brought by other tourists, and the privilege heretofore granted to members of the league of bringing in their bicycles without deposit of duty is withdrawn; subject, however, to refund of the duty deposited if the bicycles be exported within six months from date of entry, under existing regulations.

CANADIAN CENSUS, 1901.

The census recently taken in the Dominion of Canada caused disappointment, particularly to the Canadian press, which had long been boasting of an enormous immigration. The real fact is that for every immigrant that comes in, there is an emigrant from this country to

the United States. The published result of the census taken shows the following facts:

Population by provinces.

Province.	1891.	1901.	Gain.
Quebec.....	1,488,585	1,620,974	<i>Per cent.</i> 9
Ontario.....	2,114,821	2,167,978	24
New Brunswick.....	321,263	331,098	3
Nova Scotia.....	450,396	459,116	2
British Columbia.....	98,173	190,000	98
Manitoba.....	152,506	246,464	56
Prince Edward Island.....	109,078	103,258	(*)
Territories.....	66,799	145,000	117
Unorganized Territories.....	32,168	75,000	133

* Loss.

The percentage of increase for the whole Dominion, namely, from 4,833,239 in 1891 to 5,338,883 in 1901, is about 10½ per cent.

Population of Canadian cities.

City.	1891.	1901.	City.	1891.	1901.
Montreal.....	229,181	266,826	Vancouver.....	13,709	26,196
Toronto.....	181,220	207,971	Brantford.....	12,758	16,631
Quebec.....	68,090	68,834	Hull.....	11,204	13,868
Ottawa.....	44,154	59,902	Charlottetown.....	11,873	12,080
Hamilton.....	48,990	52,550	Valleyfield.....	5,515	11,055
Winnipeg.....	26,689	42,336	Sherbrooke.....	10,097	11,755
Halifax.....	38,495	40,787	Sydney.....	2,427	9,908
St. John.....	39,179	40,711	Moncton.....	5,165	9,026
London.....	31,977	37,963	Calgary.....	3,876	12,142
Victoria.....	16,841	20,821	Brandon.....	3,778	5,738
Kingston.....	19,263	18,043			

Among Canadian cities, Montreal continues well in the lead. For purposes of comparison, the figures do not do Montreal justice, for the municipal boundaries do not here include the whole interdependent population, as is the case almost everywhere else. Instead of 266,826, as given out, the population of greater Montreal is nearer 350,000.

RECIPROCAL TRADE WITH CANADA.

The area of the continent of North America is about equally divided between the Republic of the United States and the Dominion of Canada. Both are English-speaking countries. The thought, the ideas, and aspirations of the two peoples are all along the same lines. It should be the aim of the statesmen of both countries to cultivate the most friendly relations. To bring about such cordiality there should be reciprocal trade.

If we seek trade in other countries, we must not deny them the opportunity to sell some of their products to us.

Canada wants to send to the United States her lumber, wood pulp, hay, barley, and her minerals. The United States consumes more lumber and paper than any other nation in the world, and therefore, she should be glad to admit lumber and wood pulp free, with a very light duty on the other articles named. If the United States would take off the duty imposed on Canadian coal (which could only be profitably sold to a very limited extent along our eastern coast), our coal would be admitted to Canada free, and our sales of coal in this country would be double what they are at present.

Our present policy toward Canada causes the building up of great manufacturing interests to compete with our own, and unless a more liberal policy is adopted, it will be found that Canadian purchases from the United States will decrease from year to year, and other countries will be the gainers.

JOHN L. BITTINGER,
Consul-General.

MONTREAL, *November 4, 1901.*

MINERAL OUTPUT OF CANADA.

A report from the Dominion geological bureau, shows a large increase in the total production of minerals during 1900, as compared with any of the previous four years.

The total increase was a little over 28 per cent, 12.6 per cent of which must be credited to the output of Yukon gold, 9.6 per cent to increase in other metals, and 6 per cent to the increase in the aggregate value of the nonmetallic products, the value of the structural materials and clay products showing only a slight growth over past years.

The metal-mining industries of the country lead all others, contributing 63.27 per cent of the whole, the nonmetallic accounting for 26.38 per cent, and the structural class being credited with nearly 10 per cent. If, however, the Yukon placer gold be excepted, the metallic and nonmetallic products, other than structural materials, stand nearly on an equal footing.

Summary of the mineral production of Canada in 1900.

Products.	Value.	Products.	Value.
METALLIC.		NONMETALLIC—continued.	
Copper.....	\$3,063,119	Structural materials and clay products:	
Gold:		Cement, natural rock.....	\$99,994
Yukon.....	22,275,000	Cement, Portland.....	545,826
All other.....	5,441,752	Flagstones.....	5,250
Pig iron.....	588,158	Granite.....	80,000
Lead.....	2,760,521	Pottery.....	200,000
Nickel.....	3,327,707	Sewer pipe.....	231,525
Silver.....	2,730,598	Slate.....	12,100
Zinc.....	9,342	Terra cotta, pressed brick, etc.	259,450
Total metallic.....	40,391,197	Building materials, including bricks, building stone, lime, sands and gravel, tiles, etc.....	4,850,000
NONMETALLIC.		Total structural materials and clay products.....	6,284,145
Arsenic.....	22,725	Total nonmetallic.....	23,083,893
Asbestos and asbestic.....	763,431	Total metallic.....	40,391,197
Chromite.....	27,000	Mineral products not returned.....	300,000
Coal.....	12,638,475	Grand total, 1900.....	63,775,090
Coke.....	649,140	Grand total, 1899.....	49,584,027
Fire clay.....	4,130	Grand total, 1898.....	38,697,021
Graphite.....	30,940	Grand total, 1897.....	23,661,430
Grindstones.....	53,450	Grand total, 1896.....	22,584,513
Gypsum.....	259,009	Grand total, 1895.....	20,639,964
Limestone for flux.....	39,332	Grand total, 1894.....	19,931,158
Mica.....	166,000	Grand total, 1893.....	20,035,082
Mineral pigments:		Grand total, 1892.....	1,623,417
Baryta.....	7,575	Grand total, 1891.....	18,976,616
Others.....	15,398	Grand total, 1890.....	16,763,353
Mineral water.....	75,000	Grand total, 1889.....	14,013,913
Natural gas.....	417,094	Grand total, 1888.....	12,518,894
Petroleum.....	1,151,007	Grand total, 1887.....	11,321,331
Phosphate (apatite).....	7,106	Grand total, 1886.....	10,221,256
Pyrites.....	155,164		
Salt.....	279,458		
Soapstone.....	1,365		
Talc.....	5,000		
Tripolite.....	1,950		
Total.....	16,799,748		

The total production of pig iron in Canada in 1900, from Canadian and foreign ores, amounted to 96,575 tons, valued at \$1,501,698—35,387 tons, valued at \$583,158, from Canadian ore, and 61,188 tons, valued at \$918,540, from imported ore.

In copper, there were increases at every center. In gold, the large increases in British Columbia and the Yukon were slightly offset by small decreases in the Eastern gold mining districts. The iron smelting industry shows encouraging features. The total production of pig from both foreign and home ore, viz, 96,575 tons, valued at \$1,501,698, compared with that of previous years, shows a decrease of 6.19 per cent in quantity and an increase of 9.03 per cent in value.

The very large growth in the output of lead was slightly offset by somewhat lower prices. British Columbia, as practically the only producer, is to be credited with this gratifying feature of the year's record, as well as with that illustrated in the figures for silver, where the higher prices ruling considerably enhanced the already large increase in quantity.

The nickel output of the Sudbury district in Ontario was much increased in quantity, and the prices were higher by about 30 per cent.

The chief nonmetallic minerals show increases in quantity also, as well as higher values in most cases. Prices were much higher for asbestos, causing, of course, a larger output from the mines in Quebec.

The coal output of the country still continues to grow steadily, and the value to increase, owing to enhanced prices.

One interesting feature is the fact that while there are great beds of phosphate in Canada, this article is being shipped from Tennessee direct to Buckingham, which is the center of the Canadian phosphate industry.

JOHN L. BITTINGER,
Consul-General.

MONTREAL, *April 13, 1901.*

CANADIAN TRADE IN 1900.

The best evidence that trade conditions in the Dominion of Canada are affected by those existing in the United States is found in the fact that Canadian Government reports show that great depression in all kinds of trade prevails here during periods of depression in our country. A revival of trade came to Canada with the inauguration of the present prosperity in the United States. Every important business here has been in sound condition for the past four years.

The fiscal year ending June 30, 1899, showed by far the largest foreign trade Canada has ever known, viz, \$321,661,213; the fiscal year ended June 30, 1900, showed a still larger trade, viz, \$381,625,855; and the first six months of the present fiscal year show a large proportionate increase over 1900.

Canada's total foreign trade for the past eight fiscal years ending June 30, was:

Foreign trade of Canada, 1895-1900.

Year.	Imports.	Exports.	Total trade.
1895.....	\$110,781,682	\$118,018,808	\$224,420,485
1896.....	118,011,506	121,018,852	229,025,360
1897.....	119,218,609	137,950,253	257,168,862
1898.....	140,323,053	164,152,683	304,475,736
1899.....	162,764,306	158,896,905	321,661,213
1900.....	189,622,518	191,894,728	381,517,236

Thus in six years, Canadian trade has swelled from \$224,420,485 annually, to \$381,517,236.

The duty collected for 1900 was \$28,888,110, an increase of \$3,154,882 over the previous year.

TRADE WITH THE PRINCIPAL COUNTRIES.

Great Britain.—The trade with Great Britain in 1900 increased to \$153,000,000, the largest in the history of Canada. The increase over 1899 was about \$17,000,000. The value of goods entered for consumption from Britain was \$44,789,730, as compared with \$37,060,123 the year previous. The exports to Britain were \$107,735,970, of which nearly \$97,000,000 worth was Canadian produce. The exports in 1899 were \$99,091,885, which shows an increase for the past year of over \$8,000,000, and about the same increase in imports. The value of free goods imported from Great Britain was \$13,186,000.

United States.—There was a large increase in the trade with the United States. It grew from \$138,000,000 in 1899 to \$164,000,000 in 1900, an increase of \$26,000,000. There was imported for consumption \$109,844,000 worth, of which \$56,152,000 represented free goods. The value of goods entered for consumption from the United States in 1899 was \$93,007,000, thus showing an increase of \$16,839,000 for 1900.

The exports to the United States were valued at over \$54,000,000, or \$9,000,000 greater than in 1899.

Germany.—Canada imported from Germany during the year 1900 \$8,706,000 worth, and exported thereto, in Canadian produce, \$1,372,000 worth.

There was a drop of about one-half in the exports from Canada to Germany, and an increase of about \$1,000,000 in the imports.

France.—There was a slight increase in the trade with France.

TRADE DURING THE LAST SIX MONTHS OF 1900.

The trade returns for the first half of the present fiscal year (last six months of 1900), just made public, show great increases. The imports of dutiable and free goods amounted to \$88,767,379; the exports of home produce increased \$40,734,260. There was also an increase of some \$7,000,000 in the foreign goods exported through Canadian ports. The aggregate trade for the six months, exclusive of coin and bullion, was \$211,852,236, or \$85,569,229 more than for the corresponding period of 1894. The export of mining products has grown in six years from \$3,132,124 to \$23,663,370.

The increase of Canadian foreign trade seems to have been an all-round one. In the imports, perhaps the greatest percentage of increase is shown in the manufactures of iron and steel, which come mostly from the United States. Canadian imports of iron and steel manufactures have increased by nearly \$8,000,000 during the past six years, and now amount to close on \$20,000,000 a year, practically all from the States.

GROWTH OF CANADIAN TRADE.

Exports.—In Canadian exports, the growth has also been in every direction. At one time the exports were largely produce of the forests and fisheries. Both are now exceeded by the products of the farm and dairy, while exports of manufactures and of the products of the mines are far ahead of those of the fisheries, and close to those of the forests. During the past six years, exports from the farm, range, and dairy have increased by over \$20,000,000, and exports of manufactures (other than wood) by nearly \$8,000,000, while exports from the forests and fisheries have remained about stationary.

The exports, the growth of which has been the most remarkable, were thus classified in 1900, as regards goods the produce of Canada:

The mine.....	\$24,580,266
The fisheries.....	11,169,083
The forest.....	29,663,668
Animals and their produce.....	56,148,807
Agriculture.....	27,516,609
Manufactures.....	14,224,287
Miscellaneous.....	208,070

Great Britain, as has been the rule since 1873, was the largest consumer of Canadian produce, taking considerably more than one-half the total exports, and a greater quantity by about \$3,000,000 than in any previous year. In nine years, the exports to Great Britain have doubled, and most of the growth in this branch of Canadian trade has been due to the demand from the British market.

The exports to the principal countries in 1900 were:

Value of imports to principal countries, 1900.

Country.	Value.	Country.	Value.
Great Britain.....	\$107,736,868	Belgium.....	\$1,197,798
United States.....	68,619,023	Newfoundland.....	2,144,070
France.....	1,374,770	West Indies.....	2,870,843
Germany.....	1,715,903	South America.....	2,148,499
Spain.....	86,456	China and Japan.....	368,615
Portugal.....	115,016	Australia.....	1,626,441
Italy.....	260,456	Other countries.....	1,442,766
Holland.....	188,199		

Compared with 1899, these figures show increases, in round numbers, of \$7,740,000 to Great Britain, of \$23,500,000 to the United States, of \$300,000 to Belgium, of \$330,000 to Newfoundland, of \$700,000 to South America, of \$120,000 to Australia, of \$90,000 to Portugal, and of \$135,000 to Italy. The exports to France, Germany, Holland, the West Indies, China, and Japan show decreases, although special efforts have been made to develop trade with many of the latter countries.

Comparing the export returns for 1900 with 1893, it is found that there has been an increase of no less than \$19,000,000 in mineral

products. In 1893, the total value of Canadian metals and minerals exported was only \$5,625,526, so that the increase noted represents almost a fourfold addition. Gold stands for \$14,000,000 of the increase, and by all reports, the prospect of an increased supply, from the Yukon especially, is excellent. Copper, silver, and nickel account for three millions more, and the outlook for a still further increase is highly promising. One million of the increase is credited to coal.

It is noteworthy that the exports of the more primitive farm products (grain, apples, etc.) differed in the two years only to the extent to which foreign products (of the United States) were shipped through Canadian ports, a difference, however, of no less than \$10,000,000, on which Canadian capital and labor must have earned a comfortable commission.

It is under the head of "animals and their products" that the most considerable increases are to be noted. The trade returns for 1900 show an increase since 1893 as follows:

Cattle	\$1,000,000
Butter	3,800,000
Cheese	5,700,000
Eggs	600,000
Bacon and hams	10,750,000
Dressed poultry	200,000

Other items make up \$2,000,000 or \$3,000,000. Now it need hardly be said that the demand for such products in the market to which they have been principally sent (Great Britain) is all but unlimited, the quantity that can be disposed of and the price obtainable for it depending almost wholly upon the quality of the article offered for sale and the intelligence shown in meeting the wishes of the consumers as to packing, forwarding, delivery, and other incidentals which are easily controlled. There is never a very serious overproduction of articles of food. There are enough hungry mouths in all countries to quickly make an end of the trouble should it ever arise. Upon cattle, hogs, and poultry, the farmer has to rely to meet the increasing demands of the great consuming world. The number of cattle in any country can not be doubled or trebled or multiplied ten or a dozen times in a year or two, as can all classes of machinery, which go on piling up textile materials until a halt has to be called to give the consumers a chance to catch up. It seems reasonable to expect, therefore, that whatever may come in the way of a low-price era, the exports of Canadian high-class farm products will continue, and possibly still further increase in volume and value.

There has been an increase, in six years, of \$6,000,000 in exports of manufactures. Of this, \$1,200,000 stands for increased sales of agricultural implements and \$1,000,000 for manufactures of iron and steel. It is confidently expected that the export of pig iron and of steel in ingots and plates will grow enormously.

Imports.—The value of the imports "entered for consumption" in 1900 was \$180,804,316, in which the United States is even more predominant than usual of late years. It was in 1877 that Great Britain first lost the lead in this classification. From that year onward, with the exception of 1880–1882, the United States has held an increasing lead, partly due to the growing consumption in Canadian industries of raw mate-

rials produced and to the development of manufacturing processes, especially in the iron trade, in the United States. The effect is that since 1895, imports from the United States into Canada have doubled, and two-thirds of the total increase in this branch of trade is thus accounted for.

EFFECT OF THE PREFERENTIAL TARIFF.

The failure of the preferential tariff to seriously affect trade movements is illustrated by the decline in West Indian trade, and by the very moderate increase (21 per cent) in imports from Great Britain, compared with 18 per cent in the case of the United States. The reduction of 25 per cent of duties in favor of Great Britain was in force during the full twelve months. It has now been increased to 33½ per cent.

Thus far, the inefficacy of the preference in favor of British goods to seriously affect the course of trade is illustrated by a comparison of the imports from the United Kingdom with those from the United States:

Comparison of imports from United Kingdom with those of the United States.

Imports—	1896.	1897.	1898.	1899.	1900.
From United Kingdom.....	\$32,979,742	\$29,412,188	\$32,500,917	\$37,060,123	\$44,789,730
From United States	58,574,024	61,649,041	78,705,590	93,007,166	109,844,378

The lesson of these contrasts is that industrial changes on this continent have so affected the markets that many classes of goods which up to ten years ago were bought in largest quantities in Great Britain are now more cheaply or more conveniently secured in the United States, and from Great Britain there is imported as a rule only the class of goods that can there be produced most advantageously. It is doubtful if any tariff preference could greatly affect the situation in this regard. Yet there are many who believe that, now that the preferential tariff has been increased to 33½ per cent, trade with Great Britain will largely increase, and that it must necessarily decrease with the United States.

UNITED STATES—CANADIAN TRADE.

The figures of trade show that the United States enjoys more of Canadian custom than the rest of the world put together. Canada bought from the United States last year \$116,972,554; she bought from the rest of world only \$72,649,959, taking but \$45,472,294 of that from Great Britain. And yet Great Britain is by far a better customer to Canada than is the United States, the British buyings from Canada last year (of Canadian produce alone, excluding foreign produce in transit) being \$96,562,875, while the United States took only \$52,534,977. In other words, Canada pays to the United States in business the money she gets from Great Britain.

It is not as widely realized in the United States as it should be that Canada is the best customer the Republic has, excepting only Great Britain and Germany. The United States does more business with

Canada than with the whole of South America; as much as with Central America, Mexico, and the West Indies together; nearly as much as with Africa, Asia, and Oceania.

JOHN L. BITTINGER,
Consul-General.

MONTREAL, *March 26, 1901.*

REPORT FROM CONSULATE-GENERAL AT OTTAWA.

The past year, like the previous one, has been very prosperous in the district of Ottawa and all lines of business have been active. The lumber trade has been large and prices remain high.

I submit a statement of the principal dutiable goods imported from the United States into the port of Ottawa for the fiscal year ended June 30, 1901:

Books, printed; periodicals and pamphlets.....	\$12, 133
Wire cloth, etc.....	564
Manufactures of.....	3, 980
Wheat flour.....	639
All other breadstuffs.....	4, 233
Railway cars, parts of.....	38, 309
Cement, Portland.....	11, 161
Coal, bituminous.....	103, 271
Coffee, green.....	4, 120
Corsets.....	2, 990
Baths, tubs and washstands of earthenware, stone, cement, or clay, or of other material.....	1, 481
Electric-light carbons, and carbon points of all kinds.....	371
Electric-light carbons over 6" in circumference.....	3, 402
Electric apparatus, insulators of all kinds, etc.; electric and galvanic batteries.....	22, 608
Electric motors, generators, dynamos, and sockets.....	55, 618
Embroideries, not otherwise provided for.....	1, 093
Oysters, shelled, in bulk.....	3, 597
Prunes.....	1, 856
Cranberries.....	506
Oranges, lemons, and limes, in boxes of capacity not exceeding 1½ cubic feet.....	29, 012
Furniture: House, office, cabinet, or store furniture, of wood, iron, or other material, in parts or finished.....	14, 731
Glass carboys or demijohns, empty or filled, bottles, decanters, flasks, and phials.....	1, 594
Glass jars and glass balls, and cut, pressed or molded, crystal or glass tableware, decorated or not.....	5, 328
Lamp chimneys, glass shades or globes, and blown-glass tableware.....	9, 736
Electroplated ware and gilt ware of all kinds.....	4, 394
Gun, rifle, and pistol cartridges, or other ammunition.....	1, 976
Clothing, and clothing made waterproof with india rubber.....	1, 181
Hats, beaver, silk, or felt.....	7, 668
Ink:	
Writing.....	954
Printing.....	1, 584
Agricultural implements: Harvesters, self-binding and without binders.....	43, 274
Bar iron or steel rolled, whether in coils, bundles, rods, or bars, comprising rounds, ovals, squares, or flats, and rolled shapes.....hundredweight..	2, 090
Engines, locomotives for railways.....	4, 085
Hardware: Builders', cabinet makers', upholsterers', harness makers', saddlers', and carriage, including currycombs, and horse boots.....	8, 897
Sewing machines, and parts of.....	3, 188
Machines, typewriting.....	2, 210
All other machinery, composed wholly or in part of iron or steel.....	146, 374
Pumps.....	2, 179
Iron or steel railway bars, or rails of any form, punched or not punched.....	5, 208

Scales, balances, weighing beams and strength-testing machines	\$1, 232
Stoves of all kinds and parts thereof	5, 981
Wire, single or several, covered with cotton, linen, silk, rubber, or other material, etc	9, 810
Steel in bars, bands, hoops, scroll or strips, sheets or plates, of any size, thickness, or width, when of greater value than 2½ cents per pound	7, 825
Saws	1, 359
Tools, hand or machine, of all kinds	12, 665
Manufactures, articles or wares not specially enumerated or provided for, composed wholly or in part of iron or steel and whether wholly or partly manufactured	20, 518
Jewelry	2, 520
Boots and shoes	23, 862
Harness and saddlery	1, 594
Lamps, side lights and headlights, lanterns, and chandeliers	6, 002
Nickel-plated ware	1, 919
Asbestos, in any form other than crude, and all manufactures of	2, 683
Cabinet organs	1, 486
Pianofortes	9, 687
Coal and kerosene, distilled, purified, or refined, naphtha, and petroleum ..	23, 611
Oiled silk and cloth, and tape or other textile, india-rubbered, flocked, or coated, square yards	831
Optical, philosophical, photographic, and mathematical instruments	3, 077
Colors, dry	3, 603
Albumenized and other papers and films chemically prepared for photographers' use	1, 372
Hangings or wall paper	4, 055
Printing presses, printing machines, folding machines, bookbinders', book-binding, ruling, embossing, and paper-cutting machines	30, 678
Extracts of meats and fluid beef, not medicated, and soups	1, 058
Pork, barreled, in brine	132, 565
Sausage casings	1, 189
Garden, field, and other seeds for agricultural or other purposes, when in bulk or in large parcels	8, 368
Toilet soap	964
Ginger, and spices of all kinds, unground	1, 659
Starch, including farina, corn starch, etc	1, 000
Sugar, above No. 16 Dutch standard in color, sugar drainings, or pumpings drained in transit, melado or concentrated melado, tank bottoms, and sugar concrete	20, 682
Clothing, ready-made, and wearing apparel, composed wholly or in part of wool, worsted, etc	2, 137

The total exports from the port of Ottawa (to all countries) for the fiscal year ended June 30, 1901, were \$464,587 and the imports for the same period were \$3,356,791; duty collected, \$592,445.01.

The following is a comparative statement of the principal articles of merchandise imported from the United States into British North America during the fiscal years ended June 30, 1900, and June 30, 1901, respectively:

Comparative statement (unrevised) of the principal articles of merchandise (home produce) imported from the United States into British North America during the fiscal years ended June 30, 1900, and June 30, 1901, respectively.

	1900.	1901.
Agricultural implements	\$2, 006, 943	\$2, 127, 104
Cattle	295, 260	605, 907
Hogs	4, 967	12, 886
Horses	856, 646	863, 631
Sheep	97, 796	216, 680
Books, maps, engravings, etc	1, 012, 986	1, 209, 603
Corn	4, 588, 677	4, 567, 308
Wheat	1, 937, 253	5, 198, 203
Wheat flour	668, 262	529, 237
Clocks and watches	433, 645	541, 825

Comparative statement (unrevised) of the principal articles of merchandise (home produce) imported from the United States into British North America, etc.—Continued.

	1900.	1901.
Carriages, cars, and parts of	\$564,465	\$796,579
Coal	15,124,850	15,464,062
Copper, and manufactures of, ingots, bars, and old	226,056	268,884
Cotton, unmanufactured	4,207,463	5,104,197
Other manufactures	2,186,811	2,076,573
Cycles, and parts of	378,767	303,372
Fertilizers	155,230	201,341
Fruits and nuts	1,353,017	1,667,930
Sewing machines, and parts of	198,920	187,442
Steel bars or rails for railways	2,882,667	3,408,358
Boots and shoes	413,487	445,604
Turpentine, spirits of	832,696	292,314
Oils, mineral, refined	1,012,441	1,128,551
Beef, cured	229,887	299,152
Bacon	197,326	435,964
Ham	211,037	302,798
Pork, fresh and pickled	659,968	668,047
Lard	57,861	270,609
Seeds	1,272,230	1,217,782
Sugar, refined	699,896	201,081
Leaf tobacco	975,609	1,084,192
Cigars, cigarettes, etc.	117,280	112,648
Wood, and manufactures of:		
Timber and unmanufactured wood	1,013,470	665,387
Lumber, boards, planks, etc.	1,864,561	1,597,950
Furniture	394,328	438,058

The total imports from the United States into British North America for the fiscal years ended June 30, 1900, and June 30, 1901, were:

1900	\$97,041,772
1901	107,789,333

The above shows an increase of \$10,747,561.

The following abstract shows the value of goods imported from all countries and entered for consumption in the Dominion of Canada for the fiscal year 1901:

Value of goods imported from all countries and entered for consumption in the Dominion of Canada for the fiscal year 1901.

Country.	Total duti- able.	Total free.
British Empire:		
Great Britain	\$31,701,654	\$11,316,510
Aden		2,185
Australia	294,717	181,750
British Africa	566	90,121
British East Indies	304,756	1,066,104
British West Indies	1,083,304	165,564
British Guiana	77,039	848
British Honduras		43
Hongkong	29,972	12,209
Malta	494	
Newfoundland	4,554	621,014
Total British Empire.	33,447,066	13,405,848
Arabia	59	13,716
Argentina	1	263,352
Austria-Hungary	278,768	7,469
Belgium	3,606,861	222,089
Brazil	2,709	344,846
Bulgaria		2,470
Central American States	8	29,830
China	252,671	578,246
Cuba	257,318	73,804
Denmark	2,604	8,721
Danish West Indies	2,230	163
Dutch East Indies	135,621	11,638

Value of goods imported from all countries and entered for consumption, etc.—Continued.

Country.	Total duti- able.	Total free.
Dutch West Indies	\$9	\$2, 136
Dutch Guiana		1, 870
Egypt	10, 296	1, 064
Ecuador		828, 961
France	4, 569, 060	69, 678
French Africa	77	900, 215
Germany	6, 121, 190	21
Greece	155, 641	7
Haiti		6, 338
Hawaii	872	251, 198
Holland	546, 264	634
Iceland	22	95, 708
Italy	231, 658	1, 093, 131
Japan	525, 974	
Madeira	168	
Mexico	11, 698	4, 802
Norway and Sweden	54, 029	4, 313
Peria	18, 034	
Peru	291, 010	12
Philippines	10, 615	20
Porto Rico	269, 042	309
Portugal	91, 926	4, 678
Russia	27, 899	27, 670
St. Pierre	1, 414	3, 502
Spain	698, 312	44, 227
Spanish possessions in Africa	3	
Switzerland	590, 066	12, 602
Turkey	158, 962	4, 434
United States	58, 600, 278	56, 884, 730
Uruguay		5, 260
Venezuela	176	60, 133
Total other countries	72, 522, 700	61, 862, 384
Grand total	105, 969, 756	75, 268, 232

The value of butter, cheese, pork, and bacon and ham imported by Canada from the United States for the fiscal year ended June 30, 1901, was:

Butter	\$1, 408, 555
Cheese	5, 515, 447
Pork (in brine)	6, 754, 756
Bacon and ham	6, 474, 847

The following is the value of butter, cheese, eggs, bacon, ham, and pork exported from Canada to Great Britain and the United States for the year ended June 30, 1901:

Article.	Great Britain.	United States.
Butter	\$3, 142, 353	\$5, 839
Cheese	20, 609, 361	37, 601
Eggs	1, 677, 727	6, 529
Bacon	11, 458, 235	38, 343
Ham	274, 560	5, 508
Pork	30, 669	1, 930

The number and tonnage of sailing ships and steamers built in the Dominion of Canada in the year ended December 31, 1900, were:

Sailing ships and steamers built in Canada in 1900.

	Number.	Net tonnage.
New Brunswick.....	22	762
Nova Scotia.....	117	9,416
Quebec.....	50	4,301
Ontario.....	58	3,737
Prince Edward Island.....	3	106
British Columbia.....	43	3,837
Manitoba.....	3	109
Yukon.....	1	61
Total.....	297	22,829

The above, as compared with the previous year, shows an increase of 20 vessels and 1,231 tons.

RAILWAYS.

The number of railways in actual operation, including the two Government roads, the Intercolonial and the Prince Edward Island railways, at the close of 1900, was 154. Some of these, however, are amalgamated or leased, making the total number of controlling companies 86, not including the Government railways. The number of companies absorbed by amalgamation was 36, and the number of leased lines 33.

At the end of the fiscal year, June 30, 1900, the number of miles of completed railway was 17,824 (an increase of 466 miles), besides 2,558 miles of sidings. The number of miles laid with steel rails was 17,694, of which 591 miles were double track. The number of miles in operation was 17,657.

The paid-up capital amounted to \$998,268,404, an increase of \$33,568,620 in the year. The gross earnings amounted to \$70,740,270, an increase of \$8,496,486, and the working expenses aggregated \$47,699,798, an increase of \$6,993,581 compared with those of the previous year, leaving the net earnings \$23,040,472, an increase of \$1,502,805. The number of passengers carried was 21,500,175, an increase of 2,366,810, and the freight traffic amounted to 35,946,183 tons, an increase of 4,734,430 tons. The total number of miles run by trains was 55,177,871, an increase of 2,962,664. The accident returns show 7 passengers killed.

The above figures indicate a year of great activity in railway operations, the large increase in working expenses, due to the demands of enlarged traffic and the maintenance of a high standard of equipment and service, being more than offset by the additional earnings obtained. Out of the total increase in expenses, four roads—the Canadian Pacific, the Grand Trunk, the Canada Southern, and the Intercolonial—are responsible for over \$5,700,000, while at the same time they gained over \$6,700,000 of the increase in earnings.

The Federal Government expenditure on railways prior to and since the date of confederation (July 1, 1867), amounts, on capital account, to \$127,636,988.07 (including \$25,000,000 granted to the Canadian Pacific Railway Company), which, together with \$296,872.90 expended on the Nova Scotia Railway and the European and North American Railway and transferred to the consolidated fund, and the further sum of \$23,227,562.51, in subsidies charged against the consolidated fund

makes a total expenditure of \$151,161,423.48. In addition, there has been an expenditure for working expenses since confederation of \$81,391,472.11, or a grand total of \$232,552,895.59, all of which, with the exception of \$13,881,460.65, paid out before confederation, has been expended on railways during the past thirty-three years. The revenue derived from the Government roads during the same period amounts to \$73,225,382.16.

GOVERNMENT RAILWAYS IN OPERATION.

The railways maintained by the Government are: The Intercolonial, the Windsor Branch (maintained only), and the Prince Edward Island railways.

The gross earnings of the Government roads for the past fiscal year, 1899-1900, amounted to \$4,774,161.87, showing an increase of \$828,344.47 compared with those of the preceding year. The gross working expenses amounted to \$4,665,228.06, an increase of \$758,615.75.

The net profit on the operations of the year was \$108,933.81. The Intercolonial gave a profit of \$120,667.02, the Windsor Branch (one-half of total earnings) gave a profit of \$34,459.87, and the Prince Edward Island showed a loss of \$46,193.08.

The above figures include the rental of leased lines for the extension of the Intercolonial into Montreal.

A comparison of the traffic of the past fiscal year with that of the previous year shows certain interesting features.

The number of passengers carried was 1,791,754, an increase of 188,659; and 2,151,208 tons of freight were carried, an increase of 400,447 tons.

Of flour and meal, 1,234,076 barrels were carried, an increase of 76,826; of grain, 2,720,453 bushels were carried, an increase of 125,100. Lumber showed an increase of 2,796,043 superficial feet, the total quantity carried being 379,350,074 feet. There was a decrease of 17,008 in the number of live stock, of which 92,813 head were carried; 603,209 tons of coal, an increase of 100,003 tons, were carried. Of raw sugar, 96 tons were carried, the quantity in the previous two years having been nil. Of refined sugar, 29,007 tons, an increase of 3,743 tons, were carried. A total of 8,939 tons of fresh fish, an increase of 2,356 tons, and a total of 6,643 tons of salt fish, an increase of 1,169 tons, were carried.

Of manufactured goods, 507,024 tons were carried, an increase of 107,497 tons.

Of ocean borne goods, other than deals, to and from Europe via Halifax, the aggregate was 39,794 tons, an increase of 5,531 tons. Of this, 37,108 tons consisted of local traffic. In addition, 55,086 tons of deals were carried.

The train mileage (or number of miles run by trains) of the year was 5,473,710, an increase of 592,015 miles. The cost per train mile was 80.95 cents, 5.66 cents more than in the previous year (in both years, the rental of leased lines is included).

The working expenses per mile of railway amounted to \$3,370.73, an increase of \$547.83 per mile.

The commencement of extensive ironworks at Sydney has given a great impetus to traffic, necessitating the increase of equipment and accommodation on the line.

CANALS.

The total expenditure charged to capital account on the original construction and the enlargement of the several canals of the Dominion up to June 30, 1900, was \$79,043,784.09. A further sum of \$16,273,125.98 was expended on the repairs, maintenance, and operation of these works, making a total of \$95,316,910.17. The total revenue derived, including tolls and rentals of lands and water power, amounted to \$12,401,917.32.

The total expenditure for the fiscal year ended June 30, 1900, including "canals in general," was as follows: For construction and enlargement, \$2,639,564.93, and for repairs, renewals, and operation, \$711,600.06, making a total for the year of \$3,351,164.99.

The total net revenue collected for the fiscal year was \$322,642.86, a decrease compared with the net revenue of the previous year of \$46,401.52. The net canal tolls amounted to \$272,533.82, a decrease of \$49,751.30. On July 1, 1899, the balance of rents unpaid was \$65,594.42. The rents accrued during the year amounted to \$54,364.63, and the rents received to \$50,109.04, an increase of \$3,449.74, leaving a balance of rents uncollected on June 30, 1900, amounting to \$68,739.52.

The total traffic through the several canals of the Dominion for the season of 1899 amounted to 6,225,924 tons, a decrease of 392,551 tons compared with the previous year. This includes 3,006,664 tons passing through the Sault Ste. Marie Canal, which is free of toll.

On the Welland Canal, 789,770 tons of freight were moved, a decrease of 350,307 tons, of which 462,523 tons were agricultural products (a decrease of 269,947 tons) and 103,589 tons produce of the forest; 637,268 tons passed eastward and 152,502 westward; 769,618 tons were through freight, and 622,104 tons of this passed eastward.

Of this through freight, Canadian vessels carried 309,546 tons (a decrease of 740 tons), and United States vessels 460,072 tons (a decrease of 350,372 tons).

The total freight passed eastward and westward through this canal from United States ports to United States ports was 360,529 tons, a decrease of 127,010 tons compared with the year 1898.

The quantity of grain passed down the Welland and the St. Lawrence canals to Montreal was 332,746 tons, a decrease of 186,786 tons compared with the previous year; of this, 48,828 tons were transshipped at Ogdensburg, as against 40,257 tons transshipped in 1898. The further quantity of 39,545 tons of grain passed down the St. Lawrence canals, only, to Montreal, making the total 372,291 tons.

The toll on grain passing through the Welland (passage through the St. Lawrence canals being free) was 10 cents a ton.

On the St. Lawrence canals, 1,349,093 tons of freight were moved, a decrease of 90,041, of which 609,454 were eastbound through freight, and 29,810 tons westbound through freight; 811,616 tons were agricultural products, 380,127 tons merchandise, and 81,951 tons forest products.

ELECTRIC RAILWAYS OF CANADA.

The total number of railways making returns for the year ended December 31, 1900, was 35; miles of track, 681; motor cars, 1,624; trailers, 324; snow sweepers, plows, etc., 82; miles run, 30,924,355; passengers carried, 118,129,862; employees, 4,493.

Total amount of capital paid up, \$20,862,375; bonded debt, \$12,619,422; gross earnings, \$5,422,539; and gross expenses, \$3,268,000.

As compared with the year 1899, the number of miles of track was increased by 49; the miles run by 1,277,508, and the number of passengers carried by 14,097,203.

TARIFF CHANGES.

I submit an order in council placing yarn used as material of Canadian manufacture on the free list:

ORDER IN COUNCIL.

His excellency the governor-general, under the provisions of subsection I of section 245 of the "Act respecting the customs," and by and with the advice of the King's privy council for Canada, is pleased to make the following regulation:

REGULATION:

That the following yarn used as material in Canadian manufactures be transferred to the free list, and be free of customs duty until otherwise provided, viz:

Botany yarn, single, in numbers 30 and finer, on mule cops, dry spun on what is known as the French or Belgian system, not doubled or twisted, in white only, when imported by manufacturers of cashmere socks and stockings, to be used exclusively for the manufacture of such articles in their own factories.

CHARLES E. TURNER, *Consul-General*.

OTTAWA, *October 30, 1901.*

BRITISH COLUMBIA.

VANCOUVER.

When my last annual report was made, there were three consular agencies subordinate to this consulate, viz, Cumberland, Rossland, and Nelson. Since that time, a new agency has been established at Fernie, in southeastern British Columbia. Fernie is the center of the recently developed coal and coke industries in the Crow's Nest Pass region.

The past year has been one of increased business throughout this consular district, and the exports to and imports from the United States were much larger than for the preceding twelve months, as will be seen by the following reports of the collector of customs:

Exports and imports.

VANCOUVER.

	Exports.	Imports.
1900	\$2,434,740	\$3,877,173
1901	2,863,218	4,362,155

NEW WESTMINSTER.*

1900	\$2,447,594	\$807,702
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* I have been unable to procure the figures for Rossland and New Westminster for the past year, as all returns are now made to the Government at Ottawa.

Exports and imports—Continued

ROSSLAND*.

	Exports.	Imports.
1900	\$4,991,348	\$768,981

COMOX.

1901	\$984,970	\$38,251
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NELSON.

1900	\$1,199,225	\$844,882
1901	871,556	783,700

KASLO.

1900	\$951,687	\$106,941
1901	1,241,000	134,067

* I have been unable to procure the figures for Rossland and New Westminster for the past year, as all returns are now made to the Government at Ottawa.

Imports from and exports to the United States are not only constantly increasing, but there is every prospect for a much greater expansion of this trade in the near future.

To keep pace with the development of the resources of British Columbia, new means of transportation to and from the United States are being provided.

The principal exports from this district consist of lumber, minerals, and fish. The imports embrace almost everything this people consume, and the United States furnishes far more than all other countries.

SALMON AND HALIBUT FISHERIES.

The past season has been a most profitable one for the salmon canneries. The number of cases canned almost equaled that of 1897, the largest year in the history of the industry. I believe that with increased prices and diminished cost of canning, due partly to more efficient organization of the business and partly to more general use of labor-saving machinery, the cannery will receive a larger profit than they did in that phenomenal season.

A movement is now on foot here to curtail the production of canned salmon next year by closing about one-half the canneries. It is hoped that this action will result in clearing the market of surplus stock and bringing about better prices.

During the past year, a new hatchery has been established at Salmon Arm, British Columbia, on the Fraser River, with a capacity of 10,000,000 salmon fry. Heretofore, there has been but a single propagating station within the Province, with a capacity of only 6,000,000 fry.

The fisheries are controlled by the Dominion government, although the provincial government has made overtures looking to their management. The people interested in the industry feel that the Ottawa government has not protected and promoted their interests to the extent

it should have done, considering the very large revenue the fisheries yield.

Recently, the provincial government employed Mr. J. C. Babcock, formerly connected with the fishery commission of California, to examine the whole fishery question in this Province, and he is now engaged in performing that duty. It is expected that the location of new hatcheries, controlled either by the Dominion or the provincial government, will be one result of Mr. Babcock's investigations.

Effort is still being made to substitute trap for seine fishing. Those who desire to protect the salmon and perpetuate the industry strongly advocate trap instead of boat fishing.

OTHER FISHERIES.

The New England Fish Company of Boston, Mass., last year caught at sea, principally in Queen Charlotte Sound, more than 3,500,000 pounds of fresh halibut, and shipped it, packed in ice, from this port to Boston under consular seal. The same company now has three steamers at work, and will ship a much larger quantity of halibut this year than last.

A new halibut-fishing company has just been formed, with headquarters at Nanaimo, British Columbia. Its shipments will be made from New Westminster, 12 miles from Vancouver. It is stated that the new company has closed contracts to supply large quantities of fresh salmon and halibut to merchants in New York and Boston. The company is also said to have contracted to supply leading fish smokers at Gloucester, Mass. It promises to commence shipping in February next, and will employ three steamers during the coming winter.

LUMBER.

The export of lumber from this Province for the past year has been almost double that of the preceding twelve months. The latest figures obtainable show that 22,000,000 feet were exported during the year ended December 31, 1899, and 43,000,000 feet during 1900.

The industry still continues to suffer on account of the difficulty in procuring a sufficient number of vessels. There is a slight difference between freight rates from this port and those from Puget Sound, and I believe the insurance is also a little higher upon vessels and cargoes here. It is claimed that the pilotage, towage, and harbor dues are greater here than on the Sound. Masters of vessels further claim they can carry considerably larger cargoes from Sound ports than from here.

The following extract from the last report of the president of the Vancouver Board of Trade indicates that an effort is now being made to place a duty upon lumber entering this Province from the United States. I do not know that lumber is imported here in any quantity, certainly none of a kind that competes with the local supply:

The lumber and shingle manufacturers have a standing and, I think, well-founded grievance in the anomalous conditions of the tariff regulations affecting the interchange of their commodity between Canada and the United States. They point to the fact that while they have to pay increased prices in Canada on all kinds of supplies by reason of our protective tariff, yet the product of United States sawmills and shingle mills is permitted to enter Canada free of duty, while, at the same time, the product of Canadian mills is shut out of the United States by a duty of \$2 per 1,000 feet on lumber and 30 cents per 1,000 on shingles. This matter has already been the subject of representation from this board, and is, I think, of sufficient importance to again engage its attention, the lumber industry being a most important factor in the welfare of Vancouver.

Local lumbermen complain that while the Provinces east of British Columbia insist upon a tariff on merchandise of all kinds, thereby compelling British Columbia merchants to make their purchases in those Provinces rather than in nearby portions of the United States, where such merchandise could be procured much more cheaply, they at the same time demand that lumber from the United States be admitted duty free. This is probably the grievance that prompted the president of the Vancouver Board of Trade to make the remarks quoted above.

There has been much earnest talk about establishing a British Columbia merchant fleet to relieve the present difficulty in shipping lumber, as well as to found a new (shipbuilding) industry. It is probable that this enterprise, like so many others proposed, only awaits the necessary capital. This might be a good opening for some shipbuilder from the United States. The material is here, and the demand for ships is constant. Opinion prevails that large sailing schooners are the most profitable freight carriers, especially for lumber, for long voyages. Many of these vessels are now being built on Puget Sound, and the people here think they should follow the example of their neighbors.

Most of the lumber shipped from here goes to Australia, China, Japan, the east coast of Africa, and some to Chile and Peru. On their return voyages, vessels bring coal from Australia to the Hawaiian Islands and to this Province. Return cargoes from Asiatic countries are not so easily procured at present, but it is hoped that by extending trade in the Far East, this will be remedied.

During the last year, 212 carloads of shingles (valued at \$61,464) have been exported from this Province to the United States, mainly to Boston, Mass. It is understood that all the shingle mills of British Columbia are now combined. The cedar shingles manufactured here would find a still larger market in our Eastern States, were it not for the very high freight rates.

MINING.

The mining laws of this Province are favorable to the miner. In the case of placer mining, a liberal claim is given, and a free miner's certificate is obtained by the payment of a fee of \$5. A miner is required to work his claim continuously, unless permission is given, for cause, to "lay over," or leave of absence is granted. The lode mines are open to citizens of all other countries who comply with the laws, which are liberal in their terms. In the case of placer claims, a yearly tax of 25 cents per acre is levied; but if \$200 is spent in a year this tax is not levied. A tax of 2 per cent is levied quarterly on all ores and other mineral substances mined in the Province. Where a mine yields under \$5,000 in a year, half the tax is refunded. In the case of placer or dredging mines that produce under \$2,000 per year, gross value, the owners are entitled to a refund of the whole tax. This tax is in substitution for all taxes on the land and for the personal-property tax, so long as the land is used for mining purposes.

Placer mining of the Province is now principally confined to the Cariboo and the Atlin districts.

In the Cariboo district, hydraulic mining is carried on extensively, and arrangements are in progress to increase very largely this kind of work.

In the Atlin district, owing to a lack of water, hydraulic mining has not this year proved successful. The placer mines, where water is available, yielded largely. There are prospects for an increased output in this district during the coming year.

New smelters and concentrators are being erected at different points in the Province. The Granby smelter has done a large and steadily increasing business throughout the year. It is now handling some 1,200 tons of ore daily, and it is expected that this output will be enlarged within a very short time.

The Britannia mine, situated on the coast about 30 miles from this city, is claimed to be the largest body of copper-gold ore in sight anywhere, unless it be the mines in Arizona. This property has been on the market for some time, and is now in the hands of a syndicate, which is about to commence the construction of a large concentrator. It is expected that a smelter also will be erected, probably during the coming year.

The smelter at Trail has increased its capacity and is also about to enlarge its facilities for handling available ore.

The smelter at Greenwood is working successfully. The district in which it and the Granby smelter at Grand Forks are situated has only recently been developed, the mining interests there having been brought into a paying condition within the past two years.

The railroad from Republic, in Washington, to the boundary line near Grand Forks, British Columbia, is nearly completed. The rolling stock is nearly all on the ground, and it is said that the road will be open for traffic on Christmas Day next. The road will bring the ores from Republic to the smelters in British Columbia.

The silver-lead district has not been as productive as heretofore. The tax upon lead sent to the United States renders it difficult for miners in this district to compete with the lead mines south of the boundary. The largest silver-lead mine in this Province, and the second largest on the continent, the St. Eugene, at Moyie, has been closed down since the expiration of its contract (some time in June), but I am informed it is about to resume operations.

For a long time, persons have been trying to induce the Dominion government to subsidize a lead-refining establishment. An application has been made to the government to grant a subsidy of \$5 per ton for all lead bullion refined in the Province. I can not learn that this has actually been granted, although it is said that the Canadian Pacific Railway and others interested are about to establish a refinery in connection with the smelter at Trail.

COAL.

Coal mining still remains one of the largest three industries in the Province. The bituminous coal produced here is of a very high grade, containing a very large percentage of carbon and volatile matter, with little ash. It is claimed to be the best coal for steaming purposes to be found on the coast. The shipment of coal from the mines on Vancouver Island would have been larger, if more vessels could have been procured to carry the product.

Very serious disasters have occurred in two of the mines during the year, causing the death of a large number of men and crippling the output of the mines for a season. Coal exists in many places

throughout the Province, remote at present from means of transportation, but which will ultimately be placed upon the market. The mines at Fernie and vicinity, which were opened less than three years ago, are shipping about 100 carloads daily. This coal is of a most excellent coking quality, and there are now about 750 coke ovens in use, with others in process of construction. A railroad is being built for the purpose of shipping this coke into the United States. The demand for coke will be sufficient to warrant a very large extension of the business as soon as this new road is completed.

CAUTION TO INTENDING INVESTORS.

While the mines of this Province are rich, and the opportunity for investing capital, with large profits, is good, yet it would be well to examine with great care properties that are offered for sale and to ascertain definitely their real value before purchasing mining stocks. Heretofore, this Province has been considerably injured by the marketing of properties and stock that have proved to be of little worth. There are fine properties that will yield good dividends upon the money invested in them, under proper conditions.

The development of the mining interests in this Province means an increasing market for the agricultural productions of the Pacific coast States, as well as for all classes of mining tools and machinery.

ASSAY OFFICE.

During the past summer, the Dominion government has established an assay office in this city similar to that in Seattle, for the purpose of inducing the miners in the North to bring their gold here for reduction. The government has also offered a rebate of 1 per cent on the tax paid in this province and the Yukon Territory. I understand that two and one-half or three millions of dollars' worth of gold have been brought here and refined. As there is no mint in Canada, I believe this refined gold finds a market in the United States.

FOOD SUPPLY.

So small a portion of the province is adapted to agriculture that a very large amount of the food supply must be imported, either from eastern Canada or the Pacific coast States. The local supply of butter, cheese, eggs, fruit, and meats is always insufficient to meet the demand.

There is an increasing interest here in pure-bred stock, and recently a shipment of fine stock has been made to China, with a view of testing the market. If it is demonstrated that shipments of such stock will pay, this will also be an opportunity for the stockraisers in the Pacific coast States. The hides stripped from cattle slaughtered in this province are now, I think, all shipped to San Francisco. It is a question whether there may not be an opening here for the establishment of a tannery.

BUILDING MATERIAL.

Building stone, lime, and cement are plentiful throughout the province, especially in the vicinity of this city. Bricks of very good quality are manufactured here and at other points in British Columbia.

Large beds of almost pure lime are found both on the coast and in the interior. One of the largest deposits of gypsum to be found anywhere exists in the interior, as yet too remote from the market to permit its development. Excellent marble is found in large quantities near tidewater. At present, the owners think our tariff prevents their shipping marble to the United States, and they have no other market.

LABOR STRIKES.

The labor troubles of the province have been a serious drawback to its industries during the past year, as in the one preceding. This year, the trackmen of the Canadian Pacific Railway were on strike for two or three months, causing great inconvenience to both passenger and freight traffic. The trouble is over now, however.

Some of the fishermen were on strike for a short time at the beginning of the season, but the difficulties were soon adjusted and very little harm was done.

The strikes in the mining districts in the southeastern portion of the province were more serious than in either of the above cases. They caused the shutting down of the largest ore shippers, and the tying up of the smelters, both at Trail in this province and at Northport in the State of Washington, for a period of between two and three months. However, these troubles have been adjusted, and confidence is felt that miners will now come in, bringing their families and establishing homes.

There is constant friction between the white labor of the province and the Chinese and Japanese, who are here in large numbers and are still arriving. Very many of the Japanese have become naturalized and are, therefore, entitled to fishermen's licenses, which they procure in large numbers. The white fishermen make frequent complaints in consequence. The provincial legislature has, upon one or two occasions, enacted laws restricting oriental immigration—in fact almost absolutely prohibiting it—but upon each occasion these laws have been disallowed by the Dominion government.

GENERAL REMARKS.

Large quantities of beer and wine, manufactured in the States of Washington and California, are imported and consumed here.

There have been rumors several times during the past year that some persons were about to establish a pulp mill in this vicinity, but the mill has not yet materialized. There is a large body of spruce timber, suitable for making pulp.

The manufacturing interests of this city developed considerably during the year. One establishment, a short time ago, turned out 1,000 feet of 18-inch pipe to be used at one of the mines in the interior. All kinds of castings and a very great variety of machinery are now manufactured at Vancouver, but not enough, as yet, to interfere with a large sale of similar articles manufactured in the United States.

There is a sugar refinery here which supplies the entire market from Vancouver as far east as Winnipeg. The raw sugar is brought from the English islands in the South Pacific and from Peru.

Some tobacco is grown in the province, and a very considerable portion of the cigars used here is of local manufacture.

There has been an unusual number of vessels wrecked upon the coasts of British Columbia and Alaska this year, some totally, others partially. One resulted in a large loss of life.

During the year, I have had many inquiries from merchants and manufacturers throughout the United States for information. In each case, I have endeavored to furnish the desired data.

If our manufacturers will push their wares a little more energetically in this province, I am sure they will largely increase their trade. I shall always be ready to render any assistance in my power to effect this result.

L. EDWIN DUDLEY, *Consul*.

VANCOUVER, *November 30, 1901.*

SUPPLEMENTARY.

The following appears in the Daily Advertiser of this city.

The city of Rossland made a new record in 1901 as a mining camp. The ore produced in the camp, and shipped out for treatment, either to the Northport or the Trail smelter, aggregates 279,133 tons, a clear gain of more than 50,000 tons over the record of the previous year. That the gain is so substantial is really remarkable in view of the fact that for one month, not a pound of ore went out of the camp, and that for a couple of months in addition the output was curtailed, while the mines were being manned by the new crew of miners. It is notable also that the increase in the shipments of 1901 over 1900 is greater by almost 10,000 tons than that of the shipments of 1900 over those of 1899.

A very conservative estimate of the worth of the ore shipped during the past year places the gross value at \$3,700,000. This conclusion is arrived at by using the average values given in the annual reports of the various companies, and from other information.

The amended statement of the camp's output, as secured from the mines, is given herewith:

Mine.	Tons.	Mine.	Tons.
Le Roi	150,718	Spitzee	200
Centre Star	58,600	Velvet	563
Le Roi No. 2	39,160	Monte Cristo	20
War Eagle	19,900	Evening Star	74
Rosland Great Western	10,681	Glant	74
Iron Mask	8,783	Portland	24
Homestake	20		
I. X. L.	230	Total	279,133

The total output from the camp since its inception is 921,015 tons, with an estimated value of \$16,910,210.

Much the larger part of Rossland ore is shipped to the smelter owned and operated by the Le Roi Company, at Northport, Wash. An enormous quantity of limestone of first quality lies very near the Northport smelter, and is used for fluxing the ores.

A very large proportion of the men employed in the Rossland camp consists of citizens of the United States. Tools, machinery, and supplies of all kinds used in and about Rossland come from the United States.

The Rossland mines are constantly increasing their output of ore. The Velvet mine is expected to begin shipping within a month. Now that the labor troubles have been adjusted upon a basis that promises

permanency, it is expected that the yield of the Rossland mines during the coming year will greatly exceed that of any preceding twelve months.

THE TRAIL SMELTER.

This smelter is located upon the bank of the Columbia River, about 12 miles by rail from Rossland, although the distance by wagon road is only about 7 miles. In addition to the regular smelting works, the establishment at Trail embraces a "lead stack." The following statement made by the superintendent of the Trail smelter will be of value to persons interested in the mineral production of that section:

Mr. W. H. Aldridge, of this (Trail) smelter, states that the management will proceed at once with the construction of a refinery at Trail of sufficient capacity to handle Canada's present bullion output. The plant will be to a certain extent experimental, but if it is a commercial success it will be extended.

Mr. Aldridge says, voicing general opinion, that all of the metal markets have been most unsatisfactory to the mines, smelters, and refineries. The fall in lead and silver has affected the receipts of some Kootenay lead-silver mines to the extent of \$600,000 annually, comparing the quotations for January last with those of the present. The smelters have also lost heavily in buying and selling on a falling market, it requiring four or five months for the smelters to realize upon metals.

The railways and smelters will join in making a reduction for the coming year in freight and treatment charges on clean lead ores of \$4 per ton. The smelters are willing to reduce their charges, providing they can be relieved from the danger of incurring further losses due to decline in metals.

To accomplish this, with due safeguards for the smelter buyers, it is proposed that preliminary settlements involving the payment of 90 per cent of the proceeds will be made as soon as the results are obtained from the smelter, the final settlement to be made on quotations for metals 90 days after preliminary settlement. It is proposed to reduce the zinc limit from 10 per cent to 8 per cent. This means that on clean lead ores carrying 40 per cent lead and over, the total reduction in freight and treatment charges will be \$4 per ton, while on ores containing over 8 per cent zinc, the net reduction will be \$3.

The company at Trail is spending large amounts in enlargements and improvements, and will continue to do so, believing that there shortly will be an improvement in silver-lead prices.

L. EDWIN DUDLEY, *Consul.*

VANCOUVER, *January 3, 1902.*

REPORT FROM CONSULAR AGENCY AT NELSON.

From what can be learned from the parties interested in mining, the prospect of a speedy settlement of the existing labor troubles is very poor. The mines in the immediate vicinity of Nelson have been working with about half force for the last year. The smelter located here seems to average a car load of copper matte or lead bullion per day. The smelters at Grand Forks and Greenwood, in this district, are working at about the same rate, none employing a full force of men.

The mines in this district are not affected by the present price of lead, as they are all gold or silver producers. In the Slocan country, however, a great depression exists on account of the low market price of lead. Many of the mines there are idle and the others are only making small shipments. As a consequence, business in that district is at a low ebb.

There is some complaint among the business men in this city, but most of them seem to be doing fairly well. At present, however, I

could not advise anyone to seek employment or to engage in mercantile business here.

The chief interest at present seems to be centered in the coal deposits in the Crows Nest Pass country. It is said a great deal of Eastern capital will be put in there in the spring.

EMMETT C. BROWN,
Consular Agent.

NELSON, *September 1, 1901.*

VICTORIA.

While there has been complaint among business men of the difficulties experienced in getting satisfactory rates and prompt service to the Yukon country, and also of the lack of facilities for trade on the west coast, which are considered the causes of the somewhat decreased amount of business in this consular district for the year just closing, there has been a decided revival of the mining interests on Vancouver Island, and indications were never better.

On the Alberni Canal, west coast, and at Mount Sicker, important improvements have been made, and large amounts of copper are forwarded to Tacoma for smelting. Of the abundance of ore there is substantial evidence. Several hundred men are engaged in mining, and as the climate is such that work can be continued at all seasons of the year, there is a steady improvement in island trade with Victoria.

The coal mines on the island are working nearly as hard as ever, notwithstanding the reduction in consumption on account of oil discoveries, and the more general use of this fuel to create motive power.

NEW RAILWAYS.

There have been several movements toward the establishment of new railroad routes, notably a ferry connection between Vancouver Island and the mainland, by way of Sidney and Point Roberts, to connect with the Victoria and Sidney Railroad on the island, and a branch of the Great Northern on the Fraser River, which project, it is expected, will be rushed forward this winter. Victoria voted therefor a bonus of \$15,000 annually for twenty years. Fully half the entire time of the last session of the provincial legislative assembly was occupied in the consideration of railway projects (including one from Wellington to Cape Scott, the northern limit of Vancouver Island), resulting in the passage of several charters, and a railroad loan bill, which contained such drastic provisions as to effectually prevent the acceptance thereof by any company. Among these provisions were clauses prohibiting the employment of alien labor in the construction or operation of said railways, placing rates for passenger and freight traffic under the control of the Government, and providing that after the lapse of twenty years, the Government should have the option of purchase.

DREDGING.

Considerable dredging has been done in Victoria Harbor during the past year, which has greatly facilitated the movements of vessels, although even now, steamers have to take a narrow and tortuous route to gain access to the inner wharves.

CENSUS.

The Dominion census figures are generally disappointing throughout Canada, although British Columbia is credited with having doubled in population during the past decade, showing 98,173 inhabitants in 1891 and 190,000 in 1901. The population of Victoria in 1891 was 16,841, and in 1901 it is given as 20,821, whereas 25,000 had been confidently claimed by all the city authorities and statisticians. There are about 2,000 persons residing outside the municipal boundaries who, for all practical purposes except taxpaying, are residents of Victoria, so that it would be fair to claim 23,000 as representing those who call Victoria their home.

IMPROVEMENTS.

Extensive improvements of a public nature are in progress. In accordance with a vote of the citizens, the sum of \$282,000 is being thus expended: \$30,000 for a new high school, \$27,000 for paving Government street (the principal business thoroughfare), \$75,000 for a new steel bridge at Point Ellice across the Victoria Arm on the road leading from Victoria to the naval station at Esquimalt, and \$150,000 to reclaim the James Bay mud flats, which connect the main portion of the city with the Parliament buildings. Work has already commenced on the high school building, which is to be a two-story brick structure; also, on the James Bay causeway, the plans of which call for a permanent stone structure, and the reclaiming of the mud flats, which have long caused odors and been an unsightly blot in the center of the city. A cofferdam has already been constructed, and work will be pushed steadily to completion. The paving of Government street is postponed to next year, as is also the erection of the bridge across Point Ellice, the specifications for which call for a steel structure 600 feet long with a roadway 24 feet wide. Tenders are now advertised to build this important improvement. During the past year, 45 frame buildings and 24 brick buildings and additions have been erected, at a cost of \$363,850, adding much to the solidity and appearance of the city, which steadily improves year by year. Among the new buildings is a factory 60 by 125 feet, near the outer wharf, devoted to the manufacture of patent salmon cans, something after the plan of the factory at Fairhaven, Wash. The patent is an American invention, and the machinery used all comes from Chicago. Ten thousand dollars' worth of machinery for 1-pound tall cans has already arrived and been placed in the factory. Two more \$10,000 invoices for the manufacture of 1-pound flat and one-half-pound tins are expected shortly, when active operations will commence.

A factory for smoking hams, including a cold-storage plant, all run by electricity, has also been erected and placed in operation near the entrance to the harbor.

NANAIMO.

There has been a decided falling off in the shipping of this port for the year, as compared with 1900, owing to the diminished coal export. Notwithstanding this, the city itself has advanced, and according to the last census returns, the population is now 5,500. The output of the local colliery for the year ended June 30, 1901, was 589,827 tons. Of this, 463,509 tons were for foreign shipment, 425,477 tons going to

the United States. The balance, not exported, was for home consumption, and the foreign shipments not shown in "Exports to the United States" consisted chiefly of bunker coal on the colliers plying between this port and the United States.

While the above figures apparently show a decrease in the foreign shipments of Nanaimo, there has actually been an increase of 23,000 tons, as in former reports the shipments of the Wellington mines from Departure Bay were included. The coal company has also done considerable development work, and has lately completed a railway 3 miles in length to the new Harwood shaft to the southwest of the city, and is now shipping a very good quality of coal from the field thus opened up.

A strong effort is being made to connect the city with the west coast at Alberni by rail, and the Nanaimo Board of Trade has sent an engineer through the country intervening to ascertain the feasibility of such a road. His report shows that it is quite practical to build a railway through the center of the island, and that a very valuable area of mineral lands would be thereby opened up. It is also known that a considerable area of fine agricultural land would lie along the proposed route. There are many promising mineral properties located in the country through which the road would pass, that are only waiting an outlet to be actively worked. One ledge recently discovered gave an assay value of \$62 in copper and gold, and was uncovered for over 200 feet.

The official figures for the output of the Extension and South Wellington mines for the year 1900 are:

	Tons.
Total output, Extension and Alexandra.....	379,686
Exported to the United States.....	249,122

The proportion of imports coming from the United States is about the same as in former years, viz, 75 per cent. The latest annual statistics of imports from all sources and of exports to the United States are given below:

Imports from all sources.

Free.....	\$69,018
Dutiable.....	310,860
Total imports.....	379,878
Duty collected on above imports.....	100,345

Exports to the United States.

Coal.....	\$1,661,256
Gold dust.....	1,105
Household goods.....	202
Logs.....	4,906
Personal effects.....	102
Silver coin.....	1,330
Returned American goods.....	1,678
Total exports.....	1,670,635

The foreign shipping of the port of Nanaimo for the year ended June 30, 1901, was as follows:

Vessels arrived from foreign ports.....	131
Vessels departed for foreign ports.....	150
Tonnage arrived.....	217,758
Tonnage departed.....	222,458

Of the above, 57 vessels, of 96,988 tons, were American.

CHEMAINUS.

The settlement at this point is composed almost entirely of employees of the mills of the Victoria Lumber and Manufacturing Company; but as the coal shipments of Ladysmith and copper ore from the district of Mount Sicker, as well as the exports of lumber and logs from the mill here, go through the consular agency at Chemainus, the returns are large.

The American tonnage entered at the Chemainus consular agency from January 1 to September 30, 1901, was 48,082 tons, not including about 15,000 tons trading with the adjacent Puget Sound country.

The imports from the United States comprise principally mill machinery and railway equipment, which has amounted to \$30,250. The mill company has a bonded warehouse in connection with its store, and imports about \$30,000 worth of groceries, beef, and pork, etc., per year.

The harbor is Horseshoe Bay, being in the shape of a horseshoe, one-half mile deep and one-quarter mile wide, with an average depth of water of 12 fathoms and 30 feet at the wharves, where they have facilities for loading 7 ships at a time. The harbor is completely protected from the prevailing winds, southeast and northwest, and vessels can lie either at the wharves or at anchor with perfect safety at all seasons of the year.

The first shipments of coal from Ladysmith were made in September, 1899, when there were two buildings in the place. To-day, the population is about 2,000; there are 5 hotels and many stores, large lumber yards, an iron foundry, and other industries, which go to make it a thriving little town. The shipments of coal to American ports during the three quarters ended September 30, 1901, amounted to 229,426 tons, valued at \$917,703. There was also a local trade, amounting to 30,000 tons. There is a daily ferry service from Vancouver, giving through freight transportation from the East to Victoria and points along the line of the Esquimault and Nanaimo Railway. The wharves and shipping facilities enable the handling of 6,000 tons daily.

The New Vancouver Coal Company has about completed the preliminaries for the energetic working of what is known as the lower seam in the Protection Island shaft. This seam is now connected with the upper seam by an incline, up which the coal will be hauled to the bottom of the shaft. The coal is of the best quality, and more than the average thickness. It will be worked on the "long wall system," the mining being done by coal cutters driven by compressed air.

TIMBER AND LUMBER.

The principal lumber industry of Vancouver Island is at Chemainus, and in the hands of the Victoria Lumber and Manufacturing Company, whose officers and stockholders are almost wholly Americans. The general manager came to this country from Minnesota, selected and surveyed the 150,000 acres of land comprising the timber holdings, and built and equipped 10 miles of standard-gauge railroad to bring logs to salt water at the mills. The company has several logging camps, with a total capacity of 200,000 feet per day, and is building the railway into the lumber yards, where arrangements are being made to build large dry kilns, planing mills, etc., for the purpose of manufacturing the higher grades of lumber for the Eastern markets.

This mill has shipped, to September 30 this year, 18,212,877 feet of lumber, valued at \$173,022, to foreign countries, and 6,400,000 feet, valued at \$64,000, to domestic Canadian ports. To the United States there have been shipped 7,900,000 feet of logs, valued at \$47,202. These are principally cedar logs, sent to shingle mills at Seattle, Blaine, and Whatcom, Wash.

The timber cut in the Province of British Columbia during the year ended December 31, 1900, in board feet, is officially reported as follows:

Timber on Crown lands.....	152, 188, 199
Cordwood on Crown lands.....	19, 202, 900
Timber cut on leaseholds.....	61, 140, 883
Timber cut on private property.....	9, 745, 641
Timber cut on Esquimaux and Nanaimo lands.....	27, 472, 770
Imported timber.....	6, 386, 017
Total.....	276, 136, 410

The shipments of lumber to points east of the Rocky Mountains in 1900 amounted to 27,047,057 feet; shipments of shingles to the same points amounted to 225,000,000. The total revenue derived from timber sources during 1900 was \$145,766.

The total exports of lumber and timber from British Columbian mills for 1900 were:

Destination.	Feet.	Destination.	Feet.
United Kingdom and Continent.....	25, 043, 613	China and Japan.....	9, 463, 501
Australia.....	33, 936, 773	United States Atlantic ports.....	1, 061, 406
Africa.....	5, 887, 385	Mexico.....	76, 701
Peru.....	4, 564, 350	Total.....	84, 210, 558
Chile.....	3, 858, 830		
Other South American ports.....	327, 995		

TRANSPORTATION.

There were important improvements made in coast transportation when the Canadian Pacific Railroad secured control of the company running British Columbian steamers, but during the past two months the service has been somewhat crippled by wrecks and strandings. The finest vessel in the fleet—the *Islander*—was wrecked with great loss of life, while nearly every other steamer has met with disaster of one kind or another in the dense fogs which prevail as the vessels wend their way amid the archipelago of islands which obstruct the inland passage to northern ports. But energetic efforts are being made to repair losses incurred and to fully equip the fleet for 1902. Plans have already been drawn and contracts let for two fast modern steamers to ply in the Straits of Georgia, one to run up as far as Skagway, the other to be used as ferry between this city and Vancouver. Each is to be 300 feet long, to be fully equipped with the most modern conveniences, and to make from 16 to 18 knots an hour.

All the indications point to a great extension of the lines of transportation to the Orient. An addition to the Empress liners, which make trips every three weeks from British Columbia to Hongkong, is promised next spring. The great Japanese line—the Nippon Yusen

Kaisha—is now running fine steamships every two weeks between Puget Sound ports and Japan, touching at Victoria both ways. It is also announced that the Canadian Pacific will next year put on a line of steamers between British Columbia and Vladivostock, connecting with the great Russian system of railroads. The Northern Pacific Railroad also runs an irregular line from Tacoma via Seattle and Victoria to the Orient. All the steamers now in the service carry immense loads of manufactures from American ports on the Sound, and are frequently so loaded as to be unable to take goods from Victoria.

It is announced that the Imperial Limited train on the Canadian Pacific Railway, which took only one hundred hours to make the run from Montreal to Vancouver, and was suspended October 15, will be discontinued entirely. Instead of running one fast train, an extra transcontinental train will be inaugurated next May, three times a week, besides the regular train as at present. It is stated the fast train will cut down the time across the continent to ninety hours.

The Victoria, Vancouver, and Eastern Railroad, now in progress on the mainland, it is reported, has abandoned the plan for tunneling through a hill 850 feet long near Cascade, British Columbia, although the work had been well advanced. Instead, it has been decided to make a huge open cut through the hill. The cut with its approaches will be over 2,000 feet long. In order to expedite the work, a steam shovel has just been ordered. The chief engineer states that the section between Cascade and Carson, British Columbia, will be ready for the rails about January, 1902.

THE PUBLIC SERVICE.

During the past three years, the Dominion Government has expended \$341,464 on public buildings in this province at the following points, viz: At Victoria, new custom-house and post-office, \$218,639; at William Head Quarantine Station (Victoria), \$23,163; public buildings at Vancouver, \$36,326; at New Westminster, \$24,100; at Rossland, \$23,000; at Nelson, \$11,000, and at Nanaimo, \$5,236.

The Dominion Government also erected the following telegraph lines on Vancouver Island: From Nanaimo to Comox, 50 miles, at a cost of \$18,585, and from Alberni to Cape Beale, 40 miles, at a cost of \$6,500.

CUSTOMS COLLECTIONS.

The total amount of revenue collected from customs at Victoria during the year ended June 30, 1901, was \$870,057.80 against \$805,418 in 1900, thus showing an increase of \$64,639.80. In addition to this, \$85,946.29 was collected from head tax on Chinese immigrants, etc., or a total of \$956,004.69.

The customs collections on the Yukon frontier are returnable at and pass through the Victoria custom-house. The Yukon collections were \$191,978.10, thus making the total revenue paid to the Dominion Government by the Victoria collector of customs \$1,147,982.19.

IMPORTS.

Imports into consular district of Victoria during fiscal year ended June 30, 1901.

Articles.	From United States.	From other countries.	Total.
DUTIABLE.			
Ale, beer, and porter.....	\$11,075	\$28,240	\$39,315
Animals.....	86,988	.....	86,988
Agricultural implements.....	36,002	11,279	47,281
Books and printed matter.....	12,878	1,904	14,782
Boots, shoes, and manufactured leather.....	28,670	29,657	58,327
Bicycles.....	7,653	.....	7,653
Brass, and manufactures of.....	13,029	203	13,232
Breadstuffs.....	147,754	122,921	270,675
Candles, tallow.....	12,746	3,198	15,944
Carriages, wagons, etc.....	8,611	.....	8,611
Cement, Portland.....	1,205	5,792	6,997
Clocks, watches, etc.....	4,100	757	4,857
Coal.....	6,173	98	6,271
Cocoa.....	8,136	3,821	11,957
Coffee.....	3,961	.....	3,961
Cotton, and manufactures of.....	38,717	39,792	78,509
Crude opium.....	.....	240,067	240,067
Drugs.....	21,890	84,625	106,515
Earthen, granite ware, etc.....	2,371	6,120	8,491
Eggs.....	5,951	562	6,513
Electric apparatus.....	5,362	.....	5,362
Fancy goods, laces, etc.....	5,611	20,199	25,810
Fish, oysters, etc.....	14,100	17,263	31,363
Fruits, dried, green, preserved, etc.....	104,822	15,651	120,473
Furniture.....	15,189	7,835	23,024
Galvanized and enameled ware.....	4,007	1,282	5,289
Gas fixtures.....	6,841	122	6,963
Glass, all kinds.....	12,092	14,888	26,980
Gold and silver ware.....	2,468	6,041	8,509
Guns, cartridges, powder, etc.....	19,644	12,907	32,551
Hemp, bage, matting, etc.....	2,932	15,985	18,927
Lead, pig, and manufactures of.....	7,088	1,167	8,255
Linen goods.....	2,607	10,423	13,030
Locomotive engines.....	15,794	.....	15,794
Liquors.....	7,454	250,486	257,940
Machinery and hardware.....	120,593	2,704	123,297
Malt.....	28,510	.....	28,510
Milk, condensed.....	19,842	.....	19,842
Musical instruments.....	4,159	678	4,837
Oils.....	12,578	45,809	57,887
Packages, post-office and express.....	32,622	7,451	40,073
Paper, and manufactures of.....	32,914	9,479	42,393
Provisions, meats, etc.....	339,999	28,632	368,631
Rubber and gutta-percha goods.....	27,189	5,745	32,934
Ships and ship machinery.....	37,325	500	37,825
Silks.....	4,672	57,909	62,582
Soaps.....	6,210	2,123	8,333
Steel rails.....	17,618	4,551	22,169
Steel bars and manufactured iron.....	19,286	2,237	21,473
Sugar and sirups.....	8,420	33,598	42,018
Tobacco and cigars.....	110,968	16,922	127,890
Tubing.....	16,544	701	17,245
Vegetables.....	81,324	10,220	91,544
Wire, and manufactures of.....	6,829	3,542	10,371
Wood, and manufactures of.....	26,332	1,620	27,952
Wool, and manufactures of.....	10,170	121,844	132,014
Unenumerated articles.....	124,561	90,344	214,905
Total.....	1,722,486	1,399,414	3,121,900
FREE OF DUTY.			
Agricultural products.....	90,079	1,623	91,702
Animals and their produce.....	15,730	.....	15,730
Fishing nets, etc.....	28,813	.....	28,813
Manufactures.....	86,406	524,010	610,416
Mining machinery.....	19,226	.....	19,226
Miscellaneous articles.....	40,131	62,268	102,399
Products of the forest.....	17,994	.....	17,994
Product of the mines.....	893	28,225	29,118
Tin.....	.....	131,302	131,302
Total.....	299,272	747,428	1,046,700
Grand total.....	2,021,758	2,146,842	4,168,600

Imports into consular district of Victoria during fiscal year ended June 30, 1901—Cont'd.

RECAPITULATION.

Imported from the United States:	
Dutiable	\$1,722,486
Free	299,272
Imported from other countries:	
Dutiable	1,399,414
Free	747,428
Total	4,168,600
Total imports:	
From United States	2,021,758
From other countries	2,146,842
Total	4,168,600

The following official statistics, compiled by Hon. John McDougald, Dominion commissioner of customs, are from advance sheets of the annual report of the Victoria Board of Trade:

CUSTOMS STATISTICS.

Imports into the Province of British Columbia for fiscal year ended June 30, 1901.

Port.	Total imports.				Total revenue.	
	Dutiable.	Free.	Tobacco.	Total imports.	1901.	1900.
Grand Forks	\$210,343	\$94,526	\$318	\$305,187	\$55,541.80	.....
Kaslo	101,338	39,050	.....	140,388	26,968.87	\$29,400.50
Nanaimo	310,112	59,015	5,106	374,233	99,946.26	88,108.78
Nelson	647,480	138,394	2,091	787,915	171,241.38	138,198.85
New Westminster	331,177	277,567	13,353	622,097	101,058.64	135,659.80
Roseland	535,657	135,017	1,536	672,209	134,400.67	164,835.11
Vancouver	3,318,724	925,098	27,844	4,271,666	901,504.53	911,811.07
Victoria	2,856,869	1,092,648	14,226	3,963,743	871,410.97	947,494.15
Total	8,311,650	2,761,315	64,473	11,137,438	2,362,072.14	2,465,498.26
Yukon frontier and White Horse	1,048,649	118,351	.....	1,162,000	228,028.06	256,247.73
Total revenue .....	.....	.....	.....	.....	2,590,100.20	2,721,745.99

*In the customs statistics, these figures are included in imports to "Yukon Territory."

EXPORTS TO THE UNITED STATES.

The exports to the United States from this consular district, which includes Nanaimo, Ladysmith, and Chemainus, for the year ended June 30, 1901, amounted to \$3,884,493.29, against \$3,353,816.13 for the year ended June 30, 1900. The increase is almost entirely in coal and gold bullion.

Detailed statement of exports to the United States, year ended June 30, 1901.

Articles.	Value.	Articles.	Value.
Boom chains	\$1,344.00	Lumber	\$1,122.42
Brick	1,790.00	Manuscripts	602.50
Cedar logs	31,622.73	Miscellaneous	6,967.86
Chinese groceries	2,123.57	Muriatic acid	2,928.75
Coal	3,001,062.20	Nitrate of soda	146.21
Coal tar	737.50	Onions, desiccated	5,064.35
Coffee	211.16	Ore, copper	303,532.50
Copper sheathing	302.50	Returned American goods	14,682.60
Furs	2,997.31	Rice	2,981.77
Fuse	488.75	Salmon, canned	5,837.50
Gold dust and bullion	297,137.17	Silver coin	1,330.00
Hides and skins	79,197.65	Specimens	518.50
Household goods	9,714.00	Tin, pig	16,110.19
Indian curios	457.50	Tin plate	6,203.75
Junk	10,297.48	Total	3,884,493.29
Liquors	36,990.87		

TRAVELING LIBRARIES.

The system of traveling libraries, practically an extension of the provincial library first inaugurated in 1897, in spite of the difficulties of transportation in a sparsely populated country, grows in extent and popularity. Up to the present time, 32 library stations have been created and supplied with libraries.

The system adopted is very simple indeed, and the details easily worked out. A certain number of persons in a community make application for a library. Upon security being given that the library will be cared for and duly returned, it is forwarded to its destination. Each locality is entitled to retain it for a period of six months, when it is exchanged for a library from another locality, and thus the various libraries are kept in circulation. In making up the libraries, the needs of each district are kept in mind; that is to say, in mining camps particular attention is paid to mining books, in farming districts the latest and most authoritative works on agriculture are supplied, etc. There is a sprinkling of history, fiction, works of travel, philosophy, etc., making up in 100 or 150 volumes, as the case may be, a very comprehensive, up-to-date assortment. As books are worn out or destroyed, they are replaced by others. The system so far has met with gratifying success, and the demands for libraries are rapidly increasing.

BRITISH PACIFIC CABLE.

The survey for the Pacific cable to connect Victoria with the Antipodes has been completed. Some time ago, H. M. survey ship *Egeria* made soundings between Victoria and Fanning Island, where the first landing will be made, and the cable steamer *Britannia*, which arrived at Honolulu on September 3, has surveyed the waters between Fanning Island and Australia. The *Britannia* left Auckland several months ago and made soundings over a zigzag course to Suva, where she arrived on July 29. At Suva, a site for the landing of the cable has been selected and at Norfolk and Fanning Island, stations have been laid. The *Britannia* left Suva, early in the morning of August 3, taking in all 184 soundings, the greatest depth found between Suva and Fanning Island being 3,150 fathoms. Fanning Island was found to have but one available place for a cable landing, at a spot called Whalers Landing.

A special ship for the laying of the cable has just been completed by the Telegraph Construction Company, who are the contractors. The work of laying the cable will commence in January, 1902. The longest step will be the initial jump from Barclay Sound to Fanning Island, a length of 3,600 miles, and costing something like \$700 a mile. This line will pass within 220 miles of Hawaii, and it is reported that a company in Hawaii is already proposing to construct a cable to cover the 220 miles from Honolulu to Fanning Island, which would cost something near half a million dollars. Engineers are now laying out and erecting wharves, cable buildings, houses for the staff, etc., and making the preliminary arrangements for the establishment of the cable station at Bamfield Creek, one of the harbors on Barclay Sound, 104 miles northwest from Victoria. A staff of 40 men will be kept at this station. A great trunk road, 120 feet wide and 50 miles long, is to be

constructed across Vancouver Island from the landing point of the British Pacific cable at Bamfield Creek to Nanaimo, so as to avert danger of interruption to traffic with the mainland.

TELEGRAPH TO KLONDIKE.

The all-Canadian telegraph to Dawson, Northwest Territory, was completed September 24, 1901, and has been in constant operation since, except during temporary breakdowns owing to severe storms. The rates from Victoria to Dawson are \$4.75 for 10 words, exclusive of address and signature, and 32 cents for each additional word; to Atlin, \$3.75 first 10 words, 17 cents each additional word; to Bennett, \$4.50 and 27 cents. The tariff from Chicago to Dawson is 75 cents in addition to rate quoted, and from New York, \$1.

DOMINION GOVERNMENT SAVINGS BANK.

The following table shows the amounts deposited and withdrawn at the Victoria branch of the Dominion Savings Bank, and the general balance to the credit of depositors on the 30th of June of each year named:

Deposits, withdrawals, and balance to credit of depositors, Dominion Savings Bank, 1893-1901.

Year.	Deposits.	Withdrawals.	To credit of depositors.
1893.....	\$212,259	\$261,508	\$696,092
1894.....	275,426	275,026	720,064
1895.....	301,256	274,158	769,465
1896.....	309,099	230,151	875,319
1897.....	329,392	281,797	955,804
1898.....	364,475	299,002	1,048,827
1899.....	359,051	303,139	1,135,680
1900.....	333,916	342,959	1,158,896
1901.....	362,744	342,574	1,212,400

COPPER MINES.

There has been great development during the past year in the mines in the neighborhood of Mount Sicker, 40 miles north of Victoria. Here is a group of mines, the principal of which is known as the Lenora. This has shipped 15,165 tons of ore up to September 30 this year, valued at \$303,308, and has ready for shipment 15,000 tons additional. Ninety tons a day of fine grade copper ore are now being taken out. The company has built a narrow-gauge railway line, 7 miles in length, from the mine to what is known as the Mount Sicker siding, near Westholm. The railway is run by a geared locomotive, built in Lima, Ohio, which climbs the grades with ease, though some of them are 9 per cent. At present, all the ore is carried from Westholm by the Esquimalt and Nanaimo Railway; but 80 men are at work extending the company's narrow-gauge line to Osborne Bay, and the grading is now about done. When finally completed, the railway will be 11½ miles in length. The road is built around the northern and western side of Mount Sicker, rising to a height of 1,400 feet in 7 miles. The view from the railway on the northern side of Mount Sicker is very fine, looking down into Chemainus Canyon, 1,400 feet below, and on the opposite side of the river is situated Mount Benton, which rises to

a height of 3,500 feet. The ore is now all shipped at Osborne Bay, the terminus of this new road, to the Tacoma smelter, but a smelter is to be at once erected, the contract having already been let.

The Tyee mine, adjacent to the Lenora, will begin shipping the first of 1902, and will probably ship 100 tons per day. There are also the Copper Canyon mines, which are doing extensive development work, and contemplate shipping ore early in 1902.

Several other adjacent mines, owned by American capital, are doing more or less development work, and indications point to this district soon becoming an important factor in the mining history of this Province.

A contract has been let by the proprietor of the Golden Eagle mine, at Alberni, for a road from the water to the mine, to cost \$6,000. Work is now going on upon this enterprise, which, when completed, will be one of the finest pieces of road building on the island.

AGRICULTURE.

An effort has been made during the past year to advance the agricultural interests of the Province. The sum of \$24,910 was voted at the last session of the legislature, and has been expended in assistance to fruit growers, dairymen and live stock, flock masters, poultry and agricultural associations, horticulture, and farmers' institutes. The government has for some years rendered assistance to creameries by advancing loans to the extent of one-half the cost of building and plant, at a low rate of interest, repayable in ten years. A model farm is also sustained by the Dominion government at Agassiz, on the mainland.

Last year, the creameries of the Province turned out 333,615 pounds of butter, and as several new factories have been started during the present season, a large increase is expected next year. Several successful fairs have been held at different points, the most noteworthy being that at Victoria, the first held here for five years, the attendance at which was 18,110, and the total receipts \$5,775.25. The display of fruits, stock, and grain, however, was not extensive, and the Province must for some time continue to depend on importations to supply the local demand. Fruit is largely imported from California, and sheep from Washington; also eggs in large quantities. British Columbia is preeminently a mineral country, and mining must ever be its chief industry.

SHIPPING.

The port of Victoria maintains its position as the second in importance in the Dominion of Canada. The official figures showing the tonnage of vessels clearing at the custom-houses of the principal ports for the year ended December 31, 1900, are:

	Tons.
Montreal	2,068,313
Victoria	1,796,331
Halifax	1,707,785
St. John, New Brunswick	1,213,298
Quebec	1,088,627
Vancouver	925,244

The total number of vessels arriving and clearing at Victoria, British Columbia, and their tonnage, for the year ended June 30, 1901, was:

Vessels arriving and clearing at Victoria, British Columbia, year ended June 30, 1901.

ARRIVING.

Where registered.	Vessels.	Tonnage.
United States	1, 217	785, 812
British (including Canada):		
Coasting	1, 719	575, 789
Deep sea	192	179, 960
Total	1, 911	755, 749
Other countries	82	76, 484
Grand total	3, 160	1, 567, 545

CLEARING.

United States	1, 191	718, 529
British (including Canada):		
Coasting	1, 726	565, 935
Deep sea	232	192, 026
Total	1, 958	757, 961
Other countries	28	72, 685
Grand total	3, 177	1, 544, 175

The full official statistics of British Columbia shipping for the year ended June 30, 1901, are given below:

Statistics of British Columbia shipping for year ended June 30, 1901.

COASTING—VESSELS ARRIVED.

Port.	Vessels.	Tonnage.	Crew.
Nakusp	1, 080	371, 888	21, 874
Kaslo	1, 125	265, 237	17, 621
Nelson	2, 020	917, 296	32, 984
Nanaimo	1, 100	283, 118	13, 506
New Westminster	548	118, 386	6, 615
Vancouver	2, 681	687, 592	41, 584
Victoria	1, 719	575, 789	36, 111

COASTING—VESSELS DEPARTED.

Nakusp	1, 080	371, 888	21, 874
Kaslo	1, 129	265, 448	17, 640
Nelson	2, 020	917, 296	32, 984
Nanaimo	1, 117	284, 886	13, 548
New Westminster	554	118, 642	6, 614
Vancouver	2, 893	694, 690	37, 787
Victoria	1, 726	565, 935	36, 083

VESSELS FROM SEA—WITH CARGO.

Nanaimo	31	52, 808	690
New Westminster	108	5, 753	559
Vancouver	321	290, 884	15, 581
Victoria	1, 031	596, 800	33, 613

Statistics of British Columbia shipping for year ended June 30, 1901—Continued.

VESSELS FROM SEA—IN BALLAST.

Port.	Vessels.	Tonnage.	Crew.
Nanaimo	100	165,150	2,988
New Westminster	28	6,973	229
Vancouver	275	162,694	8,818
Victoria	410	394,966	19,315

VESSELS FOR SEA—WITH CARGO.

Nanaimo	146	221,707	4,618
New Westminster	27	7,827	280
Vancouver	415	419,416	19,985
Victoria	698	462,502	29,069

VESSELS FOR SEA—IN BALLAST.

Nanaimo	4	776	49
New Westminster	120	5,806	596
Vancouver	187	71,548	5,089
Victoria	758	515,738	29,008

VESSELS BUILT AND REGISTERED.

	Built.		Registered.	
	Number.	Tons.	Number.	Tons.
Kaslo	1	764	1	370
New Westminster	13	481	17	563
Nelson	8	753	3	634
Victoria	12	3,085	10	4,987

The following statistics for the port of Victoria are for the year ended June 30, 1901:

Movements of vessels.

American vessels in port from last year	1
American vessels arrived during year	1,098
American vessels departed during year	1,098
American vessels now in port	1
Tonnage in port from last year	1,479
Tonnage arriving during year	699,393
Tonnage departed during year	700,719
Tonnage now in port	153
Value of imports in United States vessels	\$1,442,751.78
Value of exports in United States vessels	\$927,943.69

PORT DUES.

There have been no changes in port dues since last year, and they are still compulsory at Victoria; but an order was issued a few months ago abolishing compulsory pilotage at Nanaimo. An effort is being made—so far unsuccessfully—to abolish the compulsory regulation for this port also.

THE FISHERY TRADE.

The number of men employed and the capital invested in the fishery business in British Columbia are approximately:

Statistics of the fishery trade.

	Number.	Value.
Fishermen on vessels	23, 806	.....
Vessels	153	\$318, 850
Boats	4, 829	250, 350
Salmon canneries	69	1, 880, 000
Oil factories	2	35, 000
Cold storage and freezers	6	75, 000
Salteries	2	5, 000
Gill nets and seines	682, 734	518, 828
Other materials		27, 050
Total		2, 604, 778

The value of the fishery products of the Province for the past five years was:

Value of the fishery products.

1896	\$4, 314, 857. 00
1897	6, 138, 865. 00
1898	3, 713, 101. 00
1899	5, 214, 074. 00
1900	6, 787, 756. 50

POST-OFFICE RETURNS.

Victoria post-office returns 1900.

Gross revenue	\$42, 835. 82
Number of money orders issued	13, 191
Amount of money orders issued	\$157, 479. 95
Commission on money orders issued	\$1, 718. 11
Number of money orders paid	9, 929
Amount of money orders paid	\$211, 291. 41
Value of postal notes issued	\$8, 245. 17
Daily average of postage stamps sold	\$160. 00
Yearly rental of boxes	\$2, 600. 00

INLAND REVENUE.

Revenue collected in the Victoria division, year ended June 30, 1901.

Spirits	\$119, 712. 13
Malt	24, 637. 68
Tobacco:	
Manufactured	33, 066. 30
Raw leaf	3, 906. 75
Cigars	10, 166. 70
Licenses	1, 330. 00
Other receipts	161. 80
Total	192, 981. 36
Revenue for 1898-99	221, 770. 64
Revenue for 1899-1900	182, 954. 83

SALMON INDUSTRY.

The salmon industry, one of the most important in British Columbia, has this year been exceptionally successful. The run of sockeyes has been very large, beyond the capacity of the fishermen and canneries to handle. Considerable trouble was experienced at the commencement of the season in adjusting prices to be paid to the fishermen, gill nets only being allowed in Canadian waters. The Japanese, who compose fully one-half the number engaged in fishing on the Fraser River, were willing to accept the offer of the canneries of 10 cents per fish, but the white men and Indians formed unions and demanded 15 cents. It took the whole force of the provincial police to prevent bloody collisions and virtually a race war. Numbers of nets were cut, and several of the Japanese were badly beaten and others forcibly captured and taken to various uninhabited islands in the straits, from which they barely escaped alive. Finally, a compromise was effected, the canneries agreeing to pay 12½ cents for one-quarter of the catch made and 10 cents per fish for the remainder. The run of sockeyes was so large, however, and the number caught in the American traps across the line so great, that in the latter part of the season, the canneries were able to buy their sockeyes from the Washington canneries for 3 cents per fish. Returns, not official, but believed to be very near exact, show that the canneries of British Columbia this year put up 1,169,550 cases of salmon, against 585,813 cases last year, 732,437 in 1899, 484,161 in 1898, and 1,015,477 cases in 1897, the next largest. Observation has demonstrated that every quadrennial year, the run is greatly superior to the intervening seasons, but the pack this year was 54,083 cases in excess of the largest ever before known in this Province. Most of the salmon put up in British Columbia are sold in the English markets, being carried round Cape Horn in sailing vessels. Three ships laden with salmon have already left this port for England, and seven more are now loading, and will start during November.

While there are no canneries located in Victoria or its immediate vicinity, several are owned by merchants of this city, and large numbers of the Victoria Chinamen are employed therein, and the bulk of the pack is shipped direct from this port.

During March last, an effort was made by the legislature of Washington to make an arrangement with the provincial authorities of British Columbia for the extensive propagation of the valuable sockeye salmon, and a committee was appointed for that purpose. But the premier of British Columbia declined to designate commissioners to meet said committee, on the ground that the Dominion government had exclusive control of the fisheries. Subsequently, however, at the insistence of the cannery proprietors, the provincial legislature did pass a law virtually assuming control of the salmon industry, but no attempt has yet been made to enforce it, owing to the fact that the Dominion government did not give assent thereto until about the 1st of October. Then the provincial government appointed Mr. John P. Babcock, a gentleman who has made a reputation for fish culture and has won fame by restocking the Sacramento River after it had been depleted of salmon by reason of the lax laws of California. Mr. Babcock has arrived and entered upon his duties; his engagement is for three years, and great results are hoped for from his labors in permanently building up this important industry.

The number of licenses issued to fishermen in 1901 has been 4,722, against 4,886 in 1900, or 164 less. The official figures are as follows:

Fraser River district.....	3,532
Rivers Inlet.....	509
Skeena River.....	581
Naas River.....	100
Total.....	4,722

A strong feeling is growing that traps are better than gill nets for catching salmon. The canneries during this season would accept only 200 fish per day from each boat, and the remainder were thrown out in the river, dead and wasted. When caught in traps, the fish are not killed and, if not wanted, can be turned loose to go to the spawning grounds. As the salmon pass up the Straits of Fuca en route from the ocean to the Fraser River, a company is already making preparations to erect traps at Beechy Head, 10 miles from Victoria, in confident expectation that permission to do so will be granted by the authorities in time for next season's operations.

FAILURES.

The total number of failures in the Province of British Columbia for the year ended October 31, 1901, was 95, with assets of \$557,100 and liabilities amounting to \$1,312,250. Last year, there were 102 failures, with assets of \$240,255 and liabilities of \$502,926. Thus, while the number of failures was less than in the preceding year, the amounts involved were more than double. It is noteworthy that there was a larger amount involved in the failures in the single month of January, 1901, than in all the eleven other months combined, the assets of the failures of that month being \$369,500 and the liabilities \$941,900.

The total failures in Canada for the first six months of this year, from January 1 to June 30, 1901, are reported by Bradstreet as follows:

Failures in Canada from January 1 to June 30, 1901.

Province.	Number.	Assets.	Liabilities.
Ontario.....	251	\$1,124,583	\$2,574,436
Quebec.....	262	847,750	2,312,128
New Brunswick.....	36	110,310	206,725
Nova Scotia.....	53	117,618	196,306
Prince Edward Island.....	6	31,000	37,600
Manitoba.....	47	103,645	257,700
Northwest Territories.....	11	51,200	110,073
British Columbia.....	51	464,500	717,650
Total.....	717	2,850,556	6,412,518

COAL.

The coal-mining industry of the Province continues to increase in importance, the year's output being 1,590,179 tons, of which amount 150,584 tons were converted into coke, producing 85,149 tons, and leaving a net production of coal of 1,439,595 tons. Of this production, 914,183 tons of coal and 51,757 tons of coke were exported.

The Vancouver Island collieries made a gross output of 1,383,376 tons of coal, of which 47,353 tons were used for making coke, producing 19,234 tons of coke, and leaving a net production of coal of 1,336,023 tons. Of this, 906,215 tons of coal and 12,799 tons of coke were exported almost entirely to the United States.

The Crows Nest Pass collieries made a gross output of 206,803 tons of coal, but half of it, viz, 103,231 tons, was used for coke making, producing 65,915 tons, and leaving a net coal production of 103,572 tons. Of this production, there was exported to the United States 7,968 tons of coal and 38,958 tons of coke.

ASSAYING.

For many years, there has been a Government assay office in Victoria under the control of the Dominion authorities. During the past year a similar office has been established at Vancouver. A strong effort has been made to induce miners to have their gold assayed either at Vancouver or Victoria, instead of taking it through to Seattle. As an inducement to the miners, the Dominion government has offered a rebate of 1 per cent on the royalty paid by miners whose claims are on Canadian soil. But even with this inducement, only a small proportion of the gold mined during the current year has been assayed in this Province, as most of the steamers run direct from Skagway to Seattle and do not stop at British Columbia ports. The charges here are identically the same as in other assay offices, viz, \$1 each melting and 6 cents per ounce. The amount of gold assayed in Vancouver for the ten months ended October 31, 1901, was, in round figures, \$600,000; in Victoria, \$300,000.

IMMIGRATION PLANS.

The provincial government has just concluded a contract to colonize Malcolm Island, situate in the Gulf of Georgia near Broughton Strait, between Vancouver Island and the mainland, with Finns. There are 28,000 acres on the island, mostly good arable land. The Finns have formed themselves into a company and agreed to place on the island, which is given them entirely free, 350 settlers, or heads of families—one to every 80 acres—and to make all the necessary improvements without cost to the government. A report is to be made each year of the progress made. At the end of seven years, if terms are fulfilled, a Crown grant of the island will be made to the settlers, who are organized into a limited-liability company.

A somewhat similar immigration scheme has been effected with Danish settlers near Cape Scott, the northern extremity of Vancouver Island. There are now 80 Danes there, of all ages. The settlers have their homesteads free after five years' occupancy and erection of improvements. The Danes now there, while soliciting immigrants, discourage settlers who have not \$500 in cash to start with.

FINANCES OF BRITISH COLUMBIA.

Following is the official statement in detail of the receipts and expenses of the Province of British Columbia for the fiscal year ended June 30, 1901:

Receipts and expenditures of the Province of British Columbia, fiscal year ended June 30, 1901.

Receipts.		Expenditures.	
Dominion of Canada.....	\$242,689.46	Public debt:	
Land sales.....	48,838.61	Interest.....	\$258,912.06
Land revenue.....	36,258.85	Premium and exchange, discount and commission.....	5,400.00
Survey fees.....	730.50	Civil government (salaries).....	232,013.49
Rents (exclusive of land).....	298.00	Administration of justice (salaries).....	107,464.83
Timber leases.....	28,981.10	Legislation.....	76,051.06
Timber royalty and licenses.....	86,613.31	Public institutions.....	125,850.46
Free miners' certificates.....	93,510.76	Hospitals and charities.....	88,373.23
Mining receipts, general.....	154,270.06	Administration of justice (other than salaries).....	106,016.69
Licenses.....	80,689.23	Education.....	312,507.17
Fines and fees of court.....	18,571.34	Transport.....	18,299.40
Succession duty.....	21,169.91	Revenue services.....	15,130.12
Law stamps.....	13,321.95	Public works:	
Registry fees.....	78,275.05	Works and buildings.....	198,641.59
Sale of government property.....	4,086.41	Government house, Victoria.....	4,403.31
Revenue tax.....	101,167.00	Roads, streets, bridges, and wharves.....	534,007.21
Real-property tax.....	121,707.91	Surveys.....	16,814.23
Personal-property tax.....	92,422.50	Miscellaneous.....	189,894.50
Wild-land tax.....	48,241.89		
Income tax.....	28,376.17		
Mineral tax.....	95,483.68		
Royalty on coal.....	85,251.91		
Printing office.....	14,426.83		
Bureau of mines.....	1,658.40		
Hospital for the insane.....	9,548.46		
Reimbursements in aid.....	3,604.27		
Chinese restriction (act 1884, Dominion statute).....	47,362.50		
Interest on investments of sinking funds.....	13,352.41		
Miscellaneous receipts.....	27,238.48		
Total receipts.....	1,591,671.95	Total expenditures.....	2,287,268.87

Total expenditures.....	\$2,287,268.87
Total receipts.....	1,591,671.95
Deficit for year.....	695,596.92

ABRAHAM E. SMITH, *Consul*.

VICTORIA, November 4, 1901.

MANITOBA.

Commercial and industrial conditions here have not materially changed since the date of my last annual report. The prosperity then prevailing has continued and increased, until the present is the most satisfactory period this country has ever known. This district is largely agricultural, and the past year has been a favorable one for all kinds of farm products, while prices have been good. An abundance of money has consequently been in circulation, and all lines of industry are active and prosperous.

WHEAT.

The wheat crop, which is the principal cereal crop, is much above the average yield per acre of former years, and the acreage is greater

than ever before. The average yield per acre for this year is about 25 bushels, and the aggregate yield of the district within reach of markets is some 55,000,000 bushels, about 40,000,000 bushels of which will be for export.

Owing to inadequate milling facilities, but little of the export wheat will be made into flour in the district, it being exported unground to Europe. In any calculation for the future concerning the world's food supply, this district, embracing Manitoba, the Northwest Territories, and the western part of Ontario, will have to be taken into account. Experience has demonstrated that crops in general, and especially the wheat crop, are as sure and reliable as anywhere on the continent, while the cost of production is as small and the yield as great as in any other locality. The average yield of wheat during the past twenty years has been over 19 bushels per acre. The area of land in the district adapted to the production of wheat is over 350,000,000 acres, and it is safe to say that 250,000,000 of these acres are of unsurpassed fertility and have climatic conditions favorable to the production of the best grades. Less than 2 per cent of this available wheat area is now under cultivation, but the tide of immigration has turned this way, and the next few years will see much of this land turned into wheat fields and an enormous amount produced for export. Taking the average yield for this country during the past twenty years, a crop from all the wheat land in the district tributary to Winnipeg would produce more than the entire world's consumption for one year.

RESOURCES.

The extensive region in the western part of the district, extending along the eastern side of the Rocky Mountains from the international boundary to the North Saskatchewan River, is a fine ranching country, unsurpassed on the continent. It is evident that a future of great prosperity and of commercial and political importance awaits this country. It affords the only extensive area of good agricultural lands on the continent, unappropriated and open for settlement; and buried beneath the surface is untold wealth in mineral deposits—coal, petroleum, iron, copper, gold, and silver.

IMMIGRATION.

Immigration into this part of Canada has been rather slow in the past, but has recently grown to considerable volume—all civilized countries being represented. The total from all sources, arriving during the past year, exceeded 40,000. The number of these from the United States was about 8,500, while the number of United States citizens locating during the present year will be about 12,000. The Dominion government is active in advertising the resources and advantages of this country throughout the Central, Western, and Northwestern States, and seems to make greater effort to induce immigration from that quarter than elsewhere. All indications point to a largely increased immigration from the United States in the near future. Abundant opportunities for the profitable investment of capital—in lands, mines, fisheries, and in various manufacturing and industrial enterprises—are offered, and are being improved by moneyed men from the States. During the past year, a large amount of American

money has been invested in farm land, and as a result there has been a decided advance in land values, amounting in some localities to more than 100 per cent. However, prices of agricultural lands are quite low as compared with those of similar lands in the States, and there is yet much good land that can be acquired by homesteading.

TRANSPORTATION.

Transportation facilities have increased and improved from year to year. The total of railroad mileage in the district is 5,100. Over 300 miles of new line have been built this year, and over 400 miles are under contract for construction next year. There are two extensive systems operating in the district: The Canadian Pacific and the Canadian Northern Railway companies. Upon the completion of the Canadian Northern line to Lake Superior (now about finished), the two lines will become competitors for the Atlantic seaboard traffic, and a large reduction of freight rates is expected to result therefrom. There are now seven lines of road crossing the international boundary, and connecting this district with the United States. Another line, connecting Port Arthur and Fort William with Duluth, is under construction, and will be completed next year.

TRADE.

I am unable to procure any official statistics showing the details of commerce between this district and the United States. Such statistics are not tabulated or recorded here. The total imports into the district aggregated \$8,690,262, and the exports for the same period amounted to \$3,310,489. The greater part of the commerce of the district is with the United States; especially is this true of imports. Owing to the large export of food products to Europe, the percentage of exports going to the United States is smaller. The total commerce shows a substantial increase over that of the preceding year, and this is true in a greater degree of the trade with the United States. There has been an advance in the import of vehicles, implements, machinery, and all the principal lines of import from the United States, and present indications warrant the belief that the coming year will show a still greater improvement. The superiority of American manufactures, the excellent transportation facilities between this district and the United States, and the great number of former American citizens residing here, all aid in holding the market open to American dealers. Among the principal items that go to make up the \$1,800,000 of export to the United States during the past year are the following, with the figures in round numbers: Bran and shorts, \$53,000; cattle, \$105,000; coal and coke, \$165,000; fresh lake fish, \$380,000; raw furs, \$150,000; raw hides, \$135,000, and wheat, \$300,000. There was quite a falling off in the export of coal and coke during the latter part of the year, owing to a change of ownership of the mines at Fernie, British Columbia, and of the railroad leading therefrom to the markets in Montana; and also to the changing of the road from a narrow to a standard gauge. Both the mines and the road are now controlled by American capital, and the former will in future show a much larger output.

There are no local regulations or license enactments discriminating against American salesmen or dealers; the preferential tariff in favor of Great Britain, however, favors dealers from that country. There

have been no changes in tariff rates or in money values since my report of one year ago. All kinds of United States currency, except silver coin, circulates at par. Most of the gold in use is of American coinage.

WAGES.

There has been a slight increase in wages in nearly all lines of industry within the year. The prevailing scale is as follows: Bricklayers and stone masons, 50 cents per hour; carpenters and woodworkers, 30 cents per hour; unskilled laborers, 22½ cents per hour. Nine hours constitute a day's work.

W. H. H. GRAHAM, *Consul.*

WINNIPEG, *October 26, 1901.*

NEW BRUNSWICK.

MONCTON.

In conformity with instructions contained in consular regulations, I present the following statement relating to the commerce and industries of this consular district, which embraces the port of Moncton, Newcastle, and Richibucto. I regret my inability to furnish as complete and accurate a statement as may be desired by the Department, as the statistical record books and returns of imports and exports have been removed and are kept at the customs department at Ottawa. (See Commercial Relations, 1900, Vol. I, p. 471.)

The few figures which I present below were obtained from the official books of this consulate and agencies. Business in Moncton, as well as in New Brunswick, seems to be very good and some factories are working overtime. Wages, however, as I have stated in previous reports, are small in comparison with those paid in the United States. It is a difficult task for a workingman to accumulate a few dollars for a rainy day, as provisions and fuel are very high in price.

NEW INDUSTRIES.

Work has been started in making babbitt metal under a new process, of which a Mr. Hayward possesses the formula. This metal, as I have been informed, contains more copper than the ordinary babbitt. The local machinists say there can be little doubt of the merit of the article. It has been under trial by a local concern for three years on a high-polishing emery wheel which runs 4,000 revolutions per minute, and the boxes, they say, are as good as the day they were put in, the journals remaining cool.

Two new coal mines will also be opened up in this vicinity. Of late, it seems that more mining enterprises are being developed, mostly by American capital. These mines were operated once before, at the time when horses were used instead of steam power, when no railroad facilities were obtainable, and when the price of coal was very low. The company will put up the latest machinery and work it to its full capacity, for there is, no doubt, abundance of coal.

COPPER MINES.

The International Copper Mine Company at Dorchester, an American concern, is progressing very well. The smelter which is under construction will soon be ready to be operated. The company expects a very extensive business, as shipping facilities by water and land are available.

OIL WELL.

There is also an oil-boring enterprise at Memramcook, 14 miles distant from Moncton. The 10,000 shares of stock which were offered, to be devoted to development purposes, have been taken up since the oil has been discovered. The company has received a regular oil-well pump and other machinery from New York.

CLAMS.

The export of fresh clams to the United States (Commercial Relations, 1900, Vol. I, p. 464) is developing. During last year's season, there was only one American concern connected with this industry, whereas at present there are three. They are shipping on an average 2,000 bushels per week from Buctouche, New Brunswick, and Point Du Chene, New Brunswick, to New York and New Haven. Clams are plentiful, but it is stated by good authority that the supply will soon be exhausted, should the present rate of catching continue.

SMOKED HERRING.

A new smoked-herring factory has been erected at Point Du Chene, New Brunswick, and has caused an increase in the number of herring-fishing boats. This new enterprise is also carried on by a United States company. Two large cargoes have already crossed the border by way of water from St. John to New York. The owners have a good many carloads ready for exportation. Their final destination is the West Indies.

EXPORTS.

The following statement gives the several articles, with the value thereof, exported from this consular district to the United States during the fiscal years ended June 30, 1900 and 1901:

Exports from Moncton to the United States, fiscal years ended June 30, 1900 and 1901.

Articles.	1900.	1901.
Agricultural products:		
Potatoes.....		\$338.25
Hay, pressed.....	\$334.00	
Animals		
Horses.....		412.50
Sheep and lambs.....	2,908.90	512.60
Fish:		
Smelts, frozen.....	13,547.00	22,700.17
Mackerel, pickled.....	6,136.00	1,136.00
Salmon, fresh.....		136.90
Smoked herrings.....	855.00	
Canned lobsters.....	180.00	2,850.00
Clams, fresh.....	249.25	10,596.80

Exports from Moncton to the United States, etc.—Continued.

Articles.	1900.	1901.
Fruit, raspberries		\$336.00
Furs, undressed	\$1,810.80	
Goods returned	3,241.31	1,485.11
Minerals:		
Manganese ore	112.00	200.00
Cannel coal, sample	20.00	
Grindstones	3,165.00	7,190.00
Polishing stones		152.08
Calcined plaster	15,438.98	11,428.50
Rock plaster	107,738.01	90,322.88
Personal effects	3,546.50	4,545.00
Wood:		
Boards, planks, etc.	28,075.59	21,415.14
Laths	8,561.68	11,168.70
Kiln	240.00	108.00
Piling	984.00	
Bark, hemlock	350.00	
Herring boxes	108.00	
Birch slab	547.50	
Sundries	75.00	
Total	197,694.24	187,018.38

As shown by the foregoing statement, the leading articles exported to the United States are rock plaster, calcined plaster, sawed lumber and laths, grindstones, fresh fish, and clams. It is estimated that at least 75,000 bushels of clams will cross the border this season.

Exports of plaster rock and calcined plaster have fallen off, it is claimed, on account of the shortage of vessels to carry the plaster to the United States. The plaster company employed 135 vessels during the last season, of which 77 were American, 57 Canadian, and 1 (steamer) Norwegian.

Exports of fresh fish increased considerably over those of the previous year. These exportations depend solely on the catch, as the sale is not limited.

There was not a single vessel loaded for a foreign port at Moncton proper last year, but business at the outports shows an increase for the English market, especially in sawn lumber.

The export trade by outports, compared with 1899, was as follows:

Export trade, by outports, for 1900, as compared with 1899.

Port.	1899.	1900.
Moncton	\$1,452	Nil.
Hillsboro	132,512	\$151,989
Shediac	83,371	110,163
Harvey	131,226	147,769
Alma	3,722	4,836
Dorchester	28,260	8,840
Hopewell Cape	(*)	202,048
Total	380,543	625,645

* No returns.

Exports from Newcastle agency.

Articles.	1900.	1901.
Clams, canned	\$1,278.84	\$4,980.24
Birch	148.75	
Fish:		
Dried		1,024.00
Pickled		1,415.00
Fresh, frozen	98,964.78	117,804.21
Fruit, canned blueberries	36,028.50	8,244.62
Fowl, wild	25.00	57.50
Furs, bearskins		175.00
Household effects	30.00	
Lobsters, canned	57,453.80	10,913.84
Returned goods	511.00	765.00
Tin cans		1,411.94
Wood:		
Boards	1,062.70	
Firewood	25.00	
Laths	34,325.43	27,771.65
Pulp, sulphite fiber	281,000.24	177,161.38
Shingles, sawn cedar	4,087.51	11,215.28
Ships:		
Knees	6,398.65	4,193.80
Timber	241.13	
Shooks, box	1,005.20	1,596.47
Spool wood, birch	844.65	
Total	522,929.18	368,729.78

During this fiscal year, consular business at Newcastle agency has fallen beyond anticipation, especially during the June quarter of 1901. There were no lobsters shipped to the United States during that quarter, whereas last year during the same period they amounted to \$15,000; wood pulp also has dropped from \$87,000 to \$15,000.

The principal exports to the United States were fresh fish, blueberries, lobsters, pulp wood, and laths. The increase in the value of fresh fish is accounted for by the large catch made through the ice last winter. The decrease in the exports of blueberries was caused by the shortage in the crop of last season, while the reduction in lobsters and wood pulp is due to the fact that shippers found a better market in the United Kingdom than in the United States. The decrease in value of exportations to the United States from Newcastle during this fiscal year amounts to \$154,199.49.

Exports from Richibucto agency.

Articles.	1900.	1901.
Blueberries	\$725	
Fish, frozen	34,645	\$83,992
Agricultural products, potatoes		469
Personal effects	340	
Wood, boards, planks, etc	6,439	9,212
Total	42,149	43,673

There was a time in the history of Richibucto when exports to the United States were important. The trade has, however, declined (like that of Moncton) or is going elsewhere. The exports for the last fiscal year increased slightly over those of the year previous, but only two cargoes were shipped during the quarter ended June 30, 1901. There was a good catch of mackerel, but the dealers are freezing the fish and keeping them at home, as prices in the United States are said to be too low.

IMPORTS.

For the reason stated above, I regret that I can not give a statement regarding the imports. However, from what information I can obtain it seems they are increasing, especially wire fencing, machinery for mining and manufacturing purposes, raw cotton, corn, and millinery goods. Other imports are baking powder, shoe dressing, printed books, brass and fancy articles, biscuits, bicycles, cement, glassware, gutta-percha, hats and caps, iron and manufactures thereof, leather, marble, musical instruments, oil, paint, seed, starch, trunks and valises, wood and manufactures thereof, anthracite coal, boots and shoes, etc.

SHIPPING AND SHIPBUILDING.

One three-masted vessel of 400 tons is nearing completion at Water-side, New Brunswick. Shipbuilding, which has been a leading industry hitherto, has almost ceased, and it is only a question of time when lumbering will be a thing of the past so far as this consular district is concerned, as the supply is almost exhausted. It is anticipated that in such an event, mining will take the place of lumbering.

Only one United States vessel, loaded with a cargo of anthracite coal for a local dealer, arrived at this port during the last fiscal year.

CROPS.

Crops are reported to be in very fair condition, with the exception of hay, the yield of which will be limited.

ELECTRIC STREET RAILWAY.

The electric street-car system of Moncton is a thing of the past. The company, a private concern, whose tracks extended over the main streets, ceased operations about three years ago for the reason that it was not paying running expenses. At a taxpayers' meeting held recently, the matter was discussed and resolutions passed compelling the company either to operate the road or to take up the rails and wires. The company did not consent to operate the line again, but took up the tracks and wires.

GUSTAVE BEUTELSPACHER,
Commercial Agent.

MONCTON, *July 27, 1901.*

ST. JOHN.

I submit my annual report of the trade of this district for the year ended June 30, 1901:

Value of exports to United States.

Farm:	
Hay.....	\$134. 75
Hides.....	113, 370. 48
Horses.....	2, 183. 50
Potatoes.....	3, 635. 07
Poultry.....	758. 94
Raw furs.....	331. 90
Total	120, 414. 64

Fisheries:	
Canned lobsters	\$1,331.00
Cod oil	958.25
Fish	46,462.61
Total	48,751.86
Foreign tea	403.10
Forests:	
Birch wood	865.00
Clapboards	3,099.00
Gum chicle	6,422.56
Kiln wood	4,094.50
Laths	189,038.30
Lumber	659,696.60
Piling	15,381.53
Shingles	96,317.65
Staves	533.70
Wood pulp	75,497.69
Total	1,050,946.53
Manufactures:	
Brass valves	134.50
Cotton and cotton waste	20,412.41
Cutlery	164.50
Emigrants' effects	8,706.00
Fertilizer	2,567.10
Fire brick	582.08
Fish hooks	386.50
Harness	23.30
Iron rails	257.50
Lime	4,653.50
Miscellaneous	3,538.98
Oil	418.30
Phenacetine	147.50
Returned American goods	30,352.92
Tar	190.00
Tobacco	5,311.50
Whisky	152.50
Total	77,999.07
Mines:	
Cement	537.25
Coal	30,065.75
Junk	5,553.81
Salt	10,019.31
Total	46,176.12
Total value of exports	1,344,691.32

Value of imports and exports in American vessels.

Value of imports in American vessels:	
Oak lumber	\$13,605.00
Coal oil	56,832.35
Iron piping	7,315.00
Wire rods	7,597.64
Hard pine	3,968.50
Coke	120.00
Hard coal	132,341.16
Total	221,779.65
Value of exports in American vessels	759,064.66

GENERAL TRADE.

The principal goods imported from the United States into the Dominion of Canada during the eleven months ended May 31, 1901, with their value and the rate of duty on same, were:

Articles imported.	Duty.	Value.
Animals (horses)	20 per cent.	\$205, 281
Baking powders	6 cents pound	88, 908
Books and periodicals	10 per cent.	492, 895
Books, paintings, pictures, etc.	20 per cent.	183, 563
Boots and shoes (cloth)	25 per cent.	88, 767
Brass manufactures	30 per cent.	296, 148
Breadstuffs:		
Indian corn for distillation	7½ cents per bushel	154, 554
Wheat flour	60 cents per barrel	128, 321
Other	20 per cent.	140, 795
Bicycles	30 per cent.	140, 488
Parts of	do	190, 408
Cement (Portland)	12½ cents per 100 pounds	155, 582
Clocks	25 per cent.	158, 102
Coal (bituminous)	58 cents per ton	4, 160, 633
Copper wire	5 per cent.	88, 508
Corsets	35 per cent.	72, 706
Cotton manufactures:		
Gray, bleached	22½ per cent.	54, 752
Unbleached	25 per cent.	130, 204
White, bleached	do	117, 568
Sewing thread on spools	do	105, 044
Clothing	35 per cent.	166, 591
Drugs, dyes, and chemicals	25 per cent.	185, 502
Other drugs	20 per cent.	222, 605
Eggs	3 cents dozen	176, 766
Electric apparatus	25 per cent.	518, 096
Motors, dynamos, etc.	do	205, 029
Express parcels	do	991, 866
Oysters (shelled in bulk)	25 per cent.	181, 625
Fruits:		
Prunes	1 cent pound	120, 844
Raisins	do	212, 300
Oranges and lemons	25 cents per box, capacity 2½ cubic feet.	500, 550
In cans	2½ cents per pound	54, 048
Furniture	30 per cent.	359, 150
Fur skins	15 per cent.	96, 520
Glass manufactures:		
Bottles	30 per cent.	104, 436
Lamp chimneys	do	109, 572
Gold electroplated ware	do	157, 888
Guns, rifles, and pistols	do	80, 590
Gutta-percha, n. o. p.	25 per cent.	161, 400
Hats, caps, and bonnets, n. e. s.	30 per cent.	448, 028
Hats, straw, chip, etc.	do	238, 713
Hops	6 cents pound	108, 585
Iron manufactures:		
Binders and harvesters	20 per cent.	678, 027
Mowing machines	do	389, 860
Plows	do	125, 827
Reapers	do	54, 352
Agricultural implements, n. e. s.	25 per cent.	112, 660
Springs, axles, etc.	35 per cent.	55, 646
Castings, n. e. s.	25 per cent.	142, 136
Galvanized and steel sheets	5 per cent.	160, 815
Chains	do	67, 050
Steam engines and boilers	25 per cent.	265, 266
Fittings (or steel)	30 per cent.	179, 427
Hardware manufactures	do	444, 914
In pigs	\$2.50 per ton	415, 259
Locks	30 per cent.	108, 820
Portable engines	25 per cent.	56, 659
Thrashers and separators	do	88, 779
Sewing machines and parts	30 per cent.	182, 060
Typewriting machines	25 per cent.	94, 267
All other kinds of machinery	do	2, 595, 034
Mold boards for agricultural implements	5 per cent.	99, 225
Railway bars	30 per cent.	99, 677
Fish and tie plates	\$8 per ton	150, 115
Rolled iron or steel beams, etc.	10 per cent.	400, 999
Rolled iron or steel hoop bands	5 per cent.	56, 438
Rolled iron or steel girders, etc.	\$7 per ton	158, 412
Rolled iron or steel plates	do	88, 817
Rolled iron or steel plates not less than 30 inches in width and ½ inch in thickness.	10 per cent.	222, 469
Rolled iron or steel sheets, No. 17 gauge or thinner, n. o. p.	5 per cent.	128, 486

Articles imported.	Duty.	Value.
Iron manufactures—Continued.		
Stoves and parts	25 per cent.	\$114,483
Tubing boilers	5 per cent.	205,277
Tubing, galvanized, over 2 inches in diameter	15 per cent.	187,445
Tubing, galvanized, less than 2 inches in diameter	35 per cent.	68,373
Wire	30 per cent.	316,286
Wire rope	25 per cent.	52,728
Wire, n. o. p.	20 per cent.	66,023
Iron or steel scrap	\$1 per ton	128,012
Iron cutlery, n. e. s.	30 per cent.	40,884
Iron guns, rifles	do	94,230
Steel, bar, bands, hoops, plates, etc	5 per cent.	276,680
Steel saws	30 per cent.	78,431
Steel files and rasps	do	64,851
Iron and steel tools and implements	do	416,000
Iron manufacturing articles	do	1,151,690
Jewelry	do	403,279
Lead, and manufactures of	15 per cent.	53,242
Leather:		
Dressed	17½ per cent.	154,794
Gloves	10 per cent.	148,916
Manufactures	17½ per cent.	187,513
Boots and shoes	25 per cent.	560,355
Harness and saddlery	30 per cent.	38,438
All other manufactures, n. o. p.	25 per cent.	79,418
Marble, and manufactures of (sawn only)	20 per cent.	51,306
Metal:		
Gas and electric lighting fixtures	30 per cent.	120,833
Lamps, etc	do	217,745
Type	20 per cent.	42,847
Milk (condensed)	34 cents per pound	81,153
Musical instruments:		
Pianos and parts	25 per cent.	119,254
N. e. s.	30 per cent.	32,826
Oils:		
Coal and kerosene	5 cents per gallon	735,959
Refined	20 per cent.	191,736
Lubricating	5 cents per gallon	119,764
Lubricating, n. e. s.	25 per cent.	56,124
Essential	10 per cent.	58,385
Oiled silk and cloth	30 per cent.	46,579
Optical instruments	25 per cent.	106,419
Paints and colors	20 per cent.	38,947
Paints and colors, n. e. s.	25 per cent.	86,326
Paints, lead, white and red	5 per cent.	162,661
Paper manufactures	30 per cent.	95,550
Paper bags and sacks	25 per cent.	26,365
Paper, wall	35 per cent.	33,698
Paper pads, not printed, papier-mache ware	do	273,288
Paper, all kinds, n. e. s.	25 per cent.	292,228
Pencils, lead, etc	do	54,748
Pens, penholders, and rulers	do	52,272
Pocketbooks, etc	30 per cent.	45,664
Post-office parcels		390,445
Printing presses and machines	10 per cent.	237,212
Provisions, butter	4 cents per pound	239,466
Provisions, lard	2 cents per pound	122,617
Provisions, meats, bacon, and hams	do	616,464
Provisions, canned meats	25 per cent.	154,543
Pork, in brine, barrelled	2 cents per pound	401,165
Seed, garden and field	10 per cent.	507,912
Ships and appurtenances, except machinery	do	227,891
Silk manufactures	30 per cent.	97,617
Silk clothing	35 per cent.	59,087
Slating	25 per cent.	82,564
Soap, toilet	35 per cent.	59,153
Sugar, sirup, etc		399,152
Sugar pumpings, etc.		46,465
Sugar molasses, tested 40° and over	11 cents per gallon	207,135
Sugar, candy and confectionery	½ cent per pound and 35 per cent.	56,009
Sugar, glucose and grape	1 cent per pound	145,571
Tinware	25 per cent.	95,812
Turpentine, spirits	5 per cent.	270,954
Vegetables, fresh or dry salted	25 per cent.	132,743
Watches	do	19,058
Watch actions and movements	10 per cent.	375,727
Webbing, elastic and nonelastic	20 per cent.	71,923
Wood manufactures	25 per cent.	393,602
Wool:		
Ready-made clothing	35 per cent.	151,521
Felt	20 per cent.	38,052

SUPPLEMENTARY.

I submit the following additional data:

The total imports of New Brunswick in the fiscal year 1901 were \$6,673,709; the exports were \$14,165,506.

New Brunswick was admitted into the confederation of the Dominion of Canada July 1, 1867. It has an area of 28,200 square miles—100 of water and 28,100 of land.

The population by the census of 1901 is 331,093; number of voters, 94,587; population of St. John, 40,701. Other statistics follow:

General statistics.

CHEESE FACTORIES.

Number of factories	54
Milk used	pounds.. 19,348,300
Cheese manufactured.....	do... 1,882,432
Value of product	\$189,706
Milk required to make 1 pound of cheese.....	pounds.. 10.27

CREAMERIES.

Number of creameries	33
Butter made.....	pounds.. 462,606
Valued at.....	\$94,618
Average price per pound.....	\$0.20

COAL.

Quantity produced in province	tons.. 10,000
Quantity purchased from Nova Scotia	do... 455,301

CROPS.

Description.	Acres.	Bushels.
Spring wheat	26,867	504,301
Buckwheat	69,165	1,527,610
Barley	5,063	120,222
Potatoes	38,010	4,797,769
Oats	178,992	5,281,690
Turnips	7,082	1,950,424

There are about 7,000,000 acres Crown lands ungranted.

Government savings banks have deposits of \$27.35 per head of population.

PUBLIC SCHOOLS.

Schools.....	1,771
Teachers.....	1,856
Pupils:	
Boys	31,550
Girls	29,894
Total	61,444

CHARITABLE INSTITUTIONS.

Deaf and dumb	1
Inmates	43
General hospital	3
Patients	1,239
Boys' industrial home	1
Inmates	29

FISH CAUGHT.

Fish.	Value.	Fish.	Value.
Salmon	\$350,612	Pollock	\$45,080
Mackerel	39,664	Halibut	7,240
Herring	1,195,979	Smelts	351,600
Cod	350,320	Sardines	496,892
Haddock	110,118	Oysters	69,000
Lobsters	535,246		
Hake	74,675	Total	4,119,891

Amount of bounty paid on fish..... \$13,514

VESSELS ENGAGED IN FISHING.

Number	238
Tonnage	3,131
Men engaged	885

RECEIPTS AND EXPENDITURES OF PROVINCE.

Receipts:	
Dominion subsidies	\$483,492
Timber licenses and stumpage	152,294
Fishing leases	8,822
Hunting licenses	8,266
Miscellaneous	6,436
Fees, secretary's office	9,611
Incorporated companies	25,352
Succession duties	39,523
Liquor licenses	21,628
Miscellaneous items	3,565
Total receipts	758,989

Expenditures:	
Administration of justice	17,809
Agriculture	36,219
Contingencies	16,830
Education	203,983
Executive government	30,194
Game protection	9,284
Immigration	5,981
Interest	128,214
Legislation	29,084
Lunatic asylums	36,000
Public health	25,195
Public hospitals	6,700
Public printing	12,495
Public works	197,800
Stumpage	9,500
New Brunswick volunteers in South Africa	5,000
Miscellaneous	24,189
Total expenditures	794,477

VESSELS IN FOREIGN TRADE.

British	tons..	536,432
Canadian	do...	204,519
Foreign	do...	639,051
Total		1,380,002
Increase during year	per cent..	7.9

COASTING TRADE.

Tonnage of vessels of all nations engaged in coasting trade	1,573,214
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TAXATION.

The tax rate in St. John is \$1.44 on each \$100, and the same amount on incomes in excess of \$400.

COMMUNICATIONS.

The transportation facilities are good via steam and sail vessels from Boston, Portland, Eastport to St. John and by rail from the same places over Maine Central and Canadian Pacific Railroad; also from Montreal and points west.

Freight rates are from 30 to 60 cents per 100 pounds from Boston.

There is telegraph and cable communication from all points of the world via Western Union Telegraph Company or Canadian Pacific Telegraph Company.

GENERAL.

No license or passport is required of commercial travelers.

The quarantine station is on Partridge Island, 3 miles from the city.

Exchange is from one-eighth to one-fourth per cent.

No marks need be placed on goods to show the origin of manufacture.

There are two large elevators located at St. John, capable of handling all grain landed here; there are also good warehouses on the docks, and large wharfs.

Trade in the province has never been better, and the outlook is good. While the grain and root crops will not be up to the average, the hay crop was the largest known in years, and was all saved. Commerce with the United States is increasing in all lines, especially in cotton manufactures.

JNO. B. MYERS, *Consul*.

ST. JOHN, *August 21, 1901.*

ST. STEPHEN.

The imports of this port from the United States for the year ended June 30, 1901, amounted to \$575,805; the exports for the same period were \$349,468. This is a gain of \$160,446 over the imports of the previous year. Exports to the United States for the same period also show an increase amounting to \$147,218.

The leading articles of importation from the United States were:

Animal products	\$94,000
Coal	12,000
Corn	38,000
Cotton, raw	151,000
Drugs and dyes	15,000
Iron, manufactured	80,000
Oils	15,000
Sugar, refined	42,000

The leading articles of exportation to the United States were:

Fish	\$148,000
Skins	10,000
Lumber, laths, etc.	53,000
Wool	34,000

The imports from the United States for the six months ended June 30, 1901, were \$277,819; the exports, \$180,884.

MANUFACTURES.

With the single exception of the manufacture of cotton goods, all industries have been in active operation.

Lumber has been in constant demand at good prices. The quantity of lumber shipped to the United States very largely depends upon the condition of the English market for deals. If there is a good demand and prices stiff, the logs are sawn for that market, which calls for deals 14 feet long, while to get the best results from the American market, lumber must be 18 or 20 feet in length or longer.

It is an advantage to the operator to cut his logs in the woods for 14-foot lumber, as it is easier to drive timber of that length down the small, crooked streams to the main river.

No new industries have been introduced during the past year, although several are contemplated.

Boots and shoes of American manufacture, especially those for women and children, are preferred to any other make. For this reason, a strong effort has been made to get a reliable manufacturer in the United States to transfer his plant to this city. But in spite of the liberal inducements offered, no definite results have been obtained.

Not more than one-fourth as many bicycles are in use as in former years.

TRANSPORTATION.

Transportation facilities here are good. Three lines of railroads enter the city and several steamboats ply on the river, connecting with ocean-going steamers 30 miles below. A new steamer has been added to the river fleet during the past season. The shore line railroad, recently sold to New York parties, is expected to be put in first-class condition very soon. This will add materially to the already good passenger and freight facilities. St. Stephen, having the advantage of both water and rail communication, enjoys a very fair rate for freight.

The little shipping owned by citizens of this port consists almost entirely of vessels of small tonnage. Nearly all the vessels coming here with freight sail under American register.

TAXES AND LICENSES.

The rate of taxation is \$2 per \$100 on real and personal property. Real estate is assessed upon a low valuation. A tax on incomes as low as \$50 per annum is collected at the same rate from the male residents. A poll tax is assessed as follows: One-tenth of the tax assessed for all purposes is divided among the number of male residents of the city, and amounts to from \$4.75 to \$5 each.

Commercial travelers are not obliged to take out a license to do business; neither is a passport necessary. While the law undoubtedly allows the collection of a duty upon samples having "commercial value," it is not enforced, provided the agent reports to the customs officials immediately upon his arrival here and again upon his departure for the United States, exhibiting, in the latter instance, the same goods he had when he arrived. Should he attempt to depart for some other Canadian town or city, a duty would be collected.

There is no law requiring goods to be marked so as to show the country of origin.

No complaints are made as to the manner of packing goods for this market. Separated from the United States by only a few hundred feet, the tastes, manners, and customs of the people of this city are similar to those of any American city.

BANKING AND EXCHANGE.

Banking facilities are all that could be desired. Business men of good repute have no difficulty in getting all the accommodation they may need to carry on their business.

Rates of discount and exchange are the same as for a number of years past. No change has been made in the credit system.

QUARANTINE.

A quarantine station has very recently been established on the river at a point known as the "Ledge," 6 miles below St. Stephen. Vessels of all kinds clearing from infected ports must come to anchor there, and the officer in charge reports to the customs officials in this city, showing bill of health. The penalty for violation of rules is \$400.

CHARLES A. McCULLOUGH, *Consul*.

ST. STEPHEN, *October 24, 1901.*

WOODSTOCK.

The consular district of Woodstock, comprising Carleton, Victoria, Madawaska, and a part of York counties, and situated east of the northern half of the eastern boundary line of the State of Maine, is considered the finest agricultural section in the Province of New Brunswick. The bulk of the business transacted through this office relates either to agriculture or the lumber industry.

AGRICULTURE AND LUMBER.

Excellent crops were gathered during the past year, and from the farmer's and lumberman's point of view, trade has been most excellent, although something like 40,000,000 feet of logs were held up on account of low water in certain tributaries of the St. John River.

EXPORTS.

Shingles compose the bulk of the manufactures of wood exported to the United States, while sheep and lambs represent the farm contribution to the export trade of the district. The shipping season for the latter begins about August 1 and closes in November.

The principal exports to the United States were:

Bark (hemlock).....	\$16,000
Cattle	2,500
Clapboards	1,600
Emigrants' effects.....	21,000
Hay	1,500
Horses	4,700
Lambs.....	35,600
Logs.....	11,000
Potatoes	3,000
Seed drills.....	1,600
Shingles	107,000

DAIRYING.

The dairy interests in this part of the Province have made rapid strides in the past few years. The surplus is sent almost entirely to English markets.

IMPORTS FROM UNITED STATES.

Such American articles as dry goods, groceries, hardware, oils, hats and caps, millinery, etc., are on sale the year round; a large share, however, is not of direct importation, but is bought from jobbers.

CREDITS AND MONEY.

Credits are about the same as in New England, and longer time than is given in that section of the United States is not usually asked for. The monetary unit is the same as in the United States. American currency passes as freely as Canadian, without discount, and is about as plentiful.

COMMERCIAL TRAVELERS.

No tax is assessed on commercial travelers, and in importing merchandise, the customs duty is all the expense connected therewith. Neither is it necessary to have the imprint of country of origin.

Everything considered, trade conditions are favorable for the coming season.

FRANK C. DENISON, *Consul*.

WOODSTOCK, *October 25, 1901.*

NOVA SCOTIA.

HALIFAX.

The census returns for the Dominion have been a disappointment to Canadians. The unrevised official estimate of population credits the whole country with only 5,338,883 people. In 1891, the population was 4,833,239, which shows only a small increase, in spite of considerable effort to induce immigration.

The area of Canada is 3,653,946 square miles, and it will be noted that the Dominion is still a very sparsely settled country, and its natural resources are in consequence to a large extent undeveloped.

But while the past ten years have shown comparatively small gain in population, there are many evidences that Canada is growing in commercial and industrial strength. For the first time in her history, she has within the past two years contributed in a material way to the resources of the British Empire by expending between \$2,000,000 and \$3,000,000 for military contingents, forwarded to South Africa and provided for garrison duty within the Dominion. This has been done without any expectation of repayment, and it testifies to the loyalty of Canada to the British connection.

The marked expansion of Canadian trade, from \$113,345,124 in imports and \$98,417,296 in exports in 1891, to \$181,225,389 in imports and \$198,018,404 in exports in 1901 (an increase of over 30 per cent

in the entire foreign trade and of over 50 per cent in exports), has made the per capita figure very high and aroused an ambition for the still greater extension of her markets, while the establishment of industrial plants in various parts of the country, notably the iron and steel works at Sault Ste. Marie and Sydney, has distinctly strengthened the economic situation of the Dominion and will tend to make her more independent of United States manufactures in the future. There is a tendency observable in the utterances of public men and in the columns of the press to seek closer commercial relations with England. The result of last year's election is claimed to be an evidence of popular approval of the tariff preference (33½ per cent) given to British goods, and many express the hope that in the near future, the Imperial Government may be induced to offer to the colonies some form of preferential trade within the Empire.

While very warm friendship for the United States and marked approval of things American are frequently and generally expressed by Canadians, there is considerable dissatisfaction with the fact that last year, Canadian purchases from the United States exceeded the sales to that country some 70 per cent, and not infrequently a tariff against the United States is advocated, unless some more favorable trade relations than those at present existing can be secured.

It seems to be the general impression that a free interchange of natural products with the United States would be warmly welcomed by Canadians, though some doubt of this is expressed with reference to Ontario. A considerable list of such products might perhaps be agreed upon for tariff concessions which would be of mutual advantage to both countries. To what extent manufactured products could be admitted to tariff treatment is more in doubt, and it may also be a question whether the discrimination now made in favor of British goods would be abandoned.

In exchange for the privilege of selling fish in the American markets, it is said that Canada would be glad to grant to American fishermen the right to purchase supplies and to transship fish in Canadian ports, and possibly to revive the full privileges accorded American fishermen in Canadian waters and ports under the treaty of 1871, without the additional compensation provided for under that treaty.

The present Canadian tariff places duties of 20 and 25 per cent upon agricultural machinery and implements, and the opinion is expressed here that it might be a popular measure to put such machinery and implements upon the free list, or to reduce the duty, if advantages of equal value were granted to Canadians.

Canada is, per capita of its population, the best foreign market of the United States at present. It is important to keep the trade which we already have here, and the possibilities of future market expansion within the Dominion are well worthy of careful consideration.

The following is a statement of the total imports of the Dominion entered for consumption; it also shows the values of imports from Great Britain and from the United States since 1891:

Total imports and imports from Great Britain and the United States entered for consumption, 1891-1901.

Year.	Total imports.	From Great Britain.	From United States.
1891.....	\$113,345,124	\$42,047,526	\$53,685,667
1892.....	116,978,943	41,348,435	53,137,572
1893.....	121,705,080	43,148,413	56,221,976
1894.....	113,093,983	38,717,267	53,084,100
1895.....	106,252,511	31,131,737	54,634,521
1896.....	110,587,490	32,979,742	56,574,024
1897.....	111,294,021	29,412,188	61,649,041
1898.....	130,698,006	32,500,917	78,705,590
1899.....	154,061,598	37,060,123	98,007,166
1900.....	180,804,316	44,789,730	109,844,378
1901.....	181,225,389	43,018,164	110,485,006

The exports for the same period were:

Total exports and exports to Great Britain and the United States, 1891-1901.

Year.	Total exports.	To Great Britain.	To United States.
1891.....	\$98,417,296	\$49,280,856	\$41,138,695
1892.....	113,968,372	64,906,549	33,968,027
1893.....	113,564,352	64,080,498	43,223,010
1894.....	117,524,949	68,538,856	35,809,940
1895.....	113,638,303	61,856,990	41,297,678
1896.....	121,013,352	66,690,288	44,448,410
1897.....	137,950,253	77,227,502	49,373,472
1898.....	164,152,633	104,998,818	45,705,338
1899.....	158,896,905	99,091,355	45,133,521
1900.....	191,894,723	107,736,368	68,619,023
1901.....	198,013,404	106,828,956	70,406,841

So far as ascertainable, the exports of Canada to the United States were from the following Provinces in the values given; but these figures do not include coin and bullion, and are necessarily somewhat incomplete:

Exports from Canada to the United States, by Provinces, 1890 and 1900.

From—	1890.	1900.
Ontario.....	\$20,414,304	\$18,700,367
Quebec.....	4,659,308	5,870,108
Nova Scotia.....	2,986,656	3,620,517
New Brunswick.....	3,100,188	3,265,855
Manitoba.....	890,070	890,600
British Columbia.....	3,125,176	12,536,269
Prince Edward Island.....	595,252	408,382
Northwest Territories.....		9,274,298

Practically, the entire increase in exports has come from British Columbia and from the Northwest Territories.

The imports from the United States into the several Provinces were:

Imports from the United States into the several Canadian Provinces, 1890 and 1900.

To—	1890.	1900.
Ontario.....	\$25,583,637	\$47,186,456
Quebec.....	15,873,968	38,964,506
Nova Scotia.....	2,984,305	4,661,627
New Brunswick.....	3,212,369	3,741,979
Manitoba.....	1,764,115	5,015,708
British Columbia.....	2,554,426	6,331,278
Prince Edward Island.....	174,035	139,245
Northwest Territories.....	139,068	1,086,818
Yukon.....		2,666,764

The foregoing tables show that the imports from Great Britain have continued about the same during the ten years past. Indeed, they have materially declined, compared with the two preceding decades. The imports from the United States have considerably more than doubled. During the same ten years, the exports to Great Britain have increased more than 100 per cent. The exports to the United States have increased about 75 per cent, but this increase has only been apparent during the past two or three years, and is accounted for by the shipments from British Columbia, Northwest Territories, and the Yukon, the shipments from the older Provinces having remained practically the same in aggregate value. The entire British trade has increased from \$91,328,384 in 1891 to \$148,493,253 in 1901, or about 60 per cent. The entire trade with the United States has increased from \$94,824,352 in 1891 to \$189,713,616 in 1901, or 100 per cent. In considering this relative gain, it should be borne in mind that during four years of this period, British goods have enjoyed a tariff preference in Canadian markets.

The exports of the different classes of products of Canada to Great Britain and the United States for 1900 were:

Total exports and exports to Great Britain and the United States from Canada, by classes of products, 1900.

Class.	Total.	Great Britain.	United States.
Mines	\$24,575,155	\$193,746	\$23,693,645
Fisheries	11,169,083	4,071,136	8,688,935
Forest	4,496,789	2,064,601	2,384,020
Animals and products	56,148,807	49,881,630	5,526,750
Agricultural products	27,516,609	21,674,965	2,041,110
Manufactures	39,397,277	18,618,506	15,283,493

Of the total exports to the United States for the year 1900, the principal articles were:

Exports to the United States from Canada for the year 1900.

Articles.	Value.	Articles.	Value.
Animals	\$3,197,639	Seeds	\$106,159
Breadstuffs	447,983	Settlers' effects	1,090,123
Coal	4,197,341	Spirits, whisky	261,270
Cotton, and manufactures of	152,856	Stones, and manufactures of	490,165
Drugs, dyes, chemicals, etc.	122,070	Firewood	117,663
Fish and fish products	3,659,638	Potatoes (\$17,493) and vegetables (\$133,271)	150,764
Flax, hemp, and manufactures of ..	329,714	Logs—elm, pine, spruce, etc.	743,678
Fruits	321,757	Lumber, deals, etc.	351,562
Furs, and manufactures of	334,621	Laths, palings, and pickets	490,531
Gunpowder	134,775	Planks and boards	7,831,766
Hay	715,614	Staves and headings	475,730
Hides, horns, tails, skins, and pelts ..	397,398	All other lumber	496,265
Gold-bearing quartz, dust, etc.	14,135,195	Shingles	1,109,296
Silver ore	1,350,659	Sleepers and railroad ties	220,007
Iron, steel, and manufactures of ..	913,882	Wood blocks, etc., for pulp	864,077
Lead, metallic, in ore	621,280	Wood pulp	1,193,753
Asbestos	322,984	Other wood, and manufactures of ..	600,136
Nickel	1,040,498	Wool, and manufactures of	378,573
Mica	134,857		

The principal items of imports from the United States were:

Imports from the United States into Canada for the year 1900.

Articles.	Value.	Articles.	Value.
Animals	\$1,022,301	Hides, skins, etc.	\$2,128,488
Books and periodicals	1,098,095	Jewelry	464,249
Bricks, tiles, clays, and manufactures	447,448	Leather, and manufactures of	1,606,913
Indian corn	10,163,485	Brass, and manufactures of	784,581
Wheat	4,542,170	Copper, and manufactures of	1,180,754
Wheat flour	181,843	Iron, steel, and manufactures of	23,228,895
Barley, oats, rye, etc.	685,068	Tin, and manufactures of	476,875
Bicycles, tricycles, etc.	234,140	Musical instruments	804,657
Other carriages	1,069,773	Oils	1,356,897
Coal, coke, and coal dust	11,608,005	Optical instruments	214,219
Cordage and twine	978,887	Paintings, drawings, etc.	442,059
Cotton, and manufactures of	6,012,230	Paints and colors	819,849
Drugs, dyes, chemicals, etc.	2,147,209	Paper, and manufactures of	1,042,663
Electric apparatus	850,857	Provisions	2,738,144
Fancy goods	440,344	Seeds and bulbous roots	1,790,125
Fish and fish products	492,687	Settlers' effects	2,385,724
Fisheries, articles for use of	543,612	Silk, and manufactures of	580,118
Fruits		Sugars	1,026,032
Dried	715,804	Molasses	396,485
Green	1,509,650	Tobacco, and manufactures of	1,769,732
Furs, and manufactures of	857,059	Turpentine, spirits of	359,657
Glass, and manufactures of	537,513	Potatoes (\$69,039) and other vegetables	330,650
Gutta-percha, india rubber, and manufactures of	2,658,242	Watches, and parts of	406,683
Hats, caps, and bonnets	843,753	Wood, and manufactures of	4,815,132
		Wool, and manufactures of	811,554

Canadian exports to Porto Rico and Cuba amounted in the year 1900 to \$1,127,464, the largest items being fish and fish products (\$701,520), potatoes (\$209,957), and planks and boards (\$135,187). The imports from Porto Rico and Cuba amounted to \$549,072, the largest items of this total being cigars (\$217,229) and molasses (\$304,867).

Of the coal imported from the United States, \$4,410,140 worth is bituminous and \$6,602,912 worth is anthracite. The amount of bituminous coal imported from the United States is very nearly the same as the amount of such coal exported from Canada to our country. Nearly all of the coal importation goes into the Province of Ontario, while the exported coal is chiefly from the Province of British Columbia for the Pacific States, but partly from Nova Scotia for Boston.

The largest items of Canadian export to Great Britain in 1900 were:

Largest items of Canadian export to Great Britain in 1900.

Articles.	Value.	Articles.	Value.
Horses	\$521,666	Hay	\$378,946
Cattle	7,579,080	Leather, and manufactures of	1,594,171
Sheep	475,508	Agricultural implements	474,532
Indian corn	4,286,158	Organs	391,139
Wheat	15,533,286	Butter	5,239,814
Barley, oats, pease, rye, and other cereals	5,169,912	Cheese	20,437,936
Oatmeal	456,843	Eggs	1,447,080
Wheat flour	1,665,708	Bacon and hams	12,749,175
Apples, green	2,423,079	Flaxseed	961,489
Furs and skins	2,022,088	Lumber, deals, planks, boards, etc.	15,068,929
		Wood pulp	562,178

The largest items of import from Great Britain into Canada were:

Largest items of import from Great Britain into Canada in 1900.

Articles.	Value.	Articles.	Value.
Army and military stores.....	\$550,074	Iron, steel, and manufactures of.....	\$5,789,600
Books, periodicals, etc.....	339,024	Tin, and manufactures of.....	1,812,966
Cotton, and manufactures of.....	4,944,643	Oils.....	543,900
Drugs, dyes, and chemicals.....	1,280,221	Paints and colors.....	378,627
Earthenware and chinaware.....	568,421	Precious stones.....	339,969
Fancy goods.....	980,009	Settlers' effects.....	657,344
Fisheries, articles for use of.....	305,712	Silk, and manufactures of.....	2,259,085
Flax, hemp, jute, and manufactures of.....	2,956,278	Spirits and wines.....	827,541
Glass, and manufactures of.....	364,919	Tea.....	743,336
Hats, caps, and bonnets.....	952,969	Wool, and manufactures of.....	8,847,468
Hides and skins.....	1,006,698		

Over two-fifths of the indian corn imported from the United States is exported to Great Britain. Probably nearly all the wheat importation is for the British market.

Practically the entire importation of agricultural machinery and implements comes from the United States. Canada received in 1900 from that source the following values of such articles:

Values of agricultural machinery and implements imported from the United States into Canada in 1900.

Articles.	Value.	Articles.	Value.
Binding attachments.....	\$32,218	Knives, hay or straw.....	\$367
Cultivators.....	18,130	Lawn mowers.....	5,078
Drills, grain seed.....	40,281	Manure spreaders.....	4,137
Forks, pronged.....	9,373	Mowing machines.....	358,987
Harrows.....	63,789	Plows.....	216,118
Hay tedders.....	8,175	Rakes.....	2,118
Harvesters.....	306,979	Reapers.....	23,837
Hoes.....	3,078	Scythes, smaths, and sickles.....	12,431
Horse rakes.....	120,136	Spades and shovels.....	12,180

About \$30,000 of unspecified agricultural implements were also brought in; \$446,097 worth of locomotive engines for railways were imported into Canada during the year 1900, all of which came from the United States. Of a \$292,239 importation of steam engines and boilers, \$34,071 worth came from Great Britain and all the rest from the United States. The United States furnished \$544,709 of builders', cabinetmakers', saddlers', and carriage hardware, out of a total importation of \$592,332.

Of a total exportation of agricultural products from Canada amounting to \$38,469,961, the following are the principal items:

Values of leading items of agricultural products exported from Canada in 1900.

Articles.	Value.	Articles.	Value.
Fruits.....	\$3,374,861	Maple sugar.....	\$34,726
Grains.....	27,796,181	Seeds—clover, flax, grass, and other.....	1,406,960
Flour and meal.....	3,293,069	Potatoes.....	330,309
Hay.....	1,414,119	Turnips.....	116,444

The wood for pulp exported from the Dominion during the past four years, with destination and Provinces of supply, so far as ascertainable, was:

Destination and Provinces of supply of wood for pulp exported from Canada, 1898-1901.

1898.

To—	Value.	From—	Value.
Great Britain	\$34, 772	Ontario	\$286, 987
United States	876, 680	Quebec	624, 475
Other countries	579	Other Provinces	579
Total	912, 041	Total	912, 041

1899.

Great Britain	\$28, 099	Ontario	\$239, 945
United States	809, 795	Quebec	597, 872
Other countries	4, 192	Other Provinces	4, 169
Total	841, 986	Total	841, 986

1900.

Great Britain	\$88, 370	Ontario	\$319, 157
United States	964, 077	Quebec	580, 465
Other countries	3, 150	Other Provinces	3, 150
Total	902, 772	Total	902, 772

1901.

Great Britain	\$32, 196	No returns.	
United States	1, 364, 821		
Total	1, 397, 019		

The pulp wood exported from the Dominion during the past four years, with destination and Provinces of supply, so far as ascertainable, was:

Destination and Provinces of supply of pulp wood exported from Canada, 1898-1901.

1898.

To—	Value.	From—	Value.
Great Britain	\$676, 100	Ontario	\$217, 682
United States	584, 805	Quebec	331, 959
Other countries	16	Nova Scotia	216, 402
		New Brunswick	444, 428
Total	1, 210, 421	Total	1, 210, 421

1899.

Great Britain	\$671, 704	Ontario	\$289, 521
United States	578, 229	Quebec	319, 183
Other countries	24, 343	Nova Scotia	232, 646
		New Brunswick	420, 520
		British Columbia	12, 406
Total	1, 274, 276	Total	1, 274, 276

Destination and Provinces of supply of pulp wood exported from Canada, etc.—Cont'd.

1900.

To—	Value.	From—	Value.
Great Britain	\$562,178	Ontario	\$517,028
United States	1,198,758	Quebec	501,851
Other countries	60,066	Nova Scotia	157,842
		New Brunswick	689,800
Total	1,816,016	Total	1,816,016

1901.

Great Britain	\$984,722	No returns.
United States	937,330	
Other countries	65,156	
Total	1,987,207	

The Statistical Year Book of Canada says:

The spruce forest of Canada extends through all the eastern provinces, goes as far north as Ungava Bay on the east side of Hudson Bay, and as far north and northwest on the west side of Hudson Bay as Coronation Gulf and the mouths of the Mackenzie River, thus constituting one of the greatest pulp-wood regions in the world.

The values of the principal kinds of mineral production exported by Canada during the year 1900 were:

Values of the principal kinds of mineral production exported by Canada during the year 1900.

Article.	Value.	Article.	Value.
Asbestos	\$490,909	Mica	\$136,352
Coal	4,599,602	Nickel	1,040,498
Copper	1,387,388	Phosphates	2,285
Gold-bearing quartz, dust, etc.	14,148,543	Silver	1,354,053
Gypsum	236,066	Stone and marble	130,207
Iron ore	24,034	Other articles	452,287
Iron and steel	1,425,163		
Lead, metallic, in ore	688,691	Total	26,116,077

The principal countries to which the minerals were shipped during the same period were:

Countries to which exported.

Country.	Value.	Country.	Value.
United States	\$24,355,843	St. Pierre	\$26,719
Great Britain	524,851	Mexico	49,459
British possessions	580,198	Other countries	412,430
Germany	155,612		
Japan	10,965	Total	26,116,077

An official statement concerning the coal areas of Canada reads:

The coal areas of Canada are estimated at 97,200 square miles, not including areas known, but as yet undeveloped, in the far north. There are, first, the coal fields of Nova Scotia and New Brunswick; second, those of the Northwest Territories; third, those of the Rocky Mountains, and fourth, those of British Columbia. The coal areas of Nova Scotia cover about 635 square miles. They are divided into the Cape

Breton, Pictou, and the Cumberland basins. New Brunswick contains, so far as known, no seams of sufficient magnitude to be worked successfully. The workable thickness of the coal in Cape Breton is very great, a total of 25 to 60 feet; in Pictou at least 70 feet, and in Cumberland at least 30 feet. The amount of the coal in the measures of Nova Scotia is estimated at 7,000,000,000 tons.

BOOTS AND SHOES.

The boot and shoe industry of the Dominion seems to be very well established and to be carried on in the main intelligently and progressively; nevertheless, the importation from the United States is upon the increase, and manufacturers are agitating the imposition of higher duties. The present duty on such goods is 25 per cent, but the suggestion has been made that the duty should be advanced to 40 per cent, in order to practically shut out all goods of foreign make. The chief difficulty with the Canadian manufacturer seems to be that all classes of goods—men's, boys', youths', women's, misses', and children's wear—are made in one factory, to a great degree by the same operatives, instead of the work being specialized, as is the case in the United States, where only one or two classes of goods are made in a factory, and only a very few grades and styles of each class.

The importation of boots and shoes for the past five years is given by the trade returns as follows:

Importation of boots and shoes, 1896–1900.

Year.	Total im- portation.	From United States.
1896	\$350,240	\$297,027
1897	320,025	271,837
1898	378,453	357,842
1899	461,876	427,906
1900	541,665	528,766

The distribution of the boot and shoe importation in the year 1900 was:

Distribution of the boot and shoe importation in 1900.

To Ontario	\$269,523
To Quebec	99,923
To Nova Scotia	14,589
To New Brunswick	12,660
To Manitoba	32,805
To British Columbia	87,269
To Prince Edward Island	127
To Northwest Territories	447
To Yukon	24,322

The largest factories for the production of boots and shoes are in the provinces of Quebec and Ontario. In Nova Scotia, there are six factories in all, three at Yarmouth, one at Pictou, one at Halifax, and one at Amherst. The total output of the six is about \$750,000, some two-thirds of this being produced from the two factories last named. The Amherst factory is the largest of them all. The grades of goods produced are medium and heavy boots and shoes.

THE MARITIME PROVINCES.

The following table gives the areas in square miles of the three provinces and their populations in the years 1891 and 1901:

Province.	Area.	Population.	
		1891.	1901.
Nova Scotia	20,600	450,396	459,116
New Brunswick	28,200	321,263	331,093
Prince Edward Island	2,000	109,078	103,256

Prince Edward Island is the only one of the provinces of the Dominion which shows a falling off in population. It is still, however, much the most densely populated province.

The trade of these provinces for the year 1900 was as follows:

Exports and imports of maritime provinces in 1900.

Province.	Exports.	Imports.
Nova Scotia	\$12,205,545	\$10,369,943
New Brunswick	14,092,005	6,680,895
Prince Edward Island	1,349,629	506,374

The shipments to Great Britain and the United States were:

Shipments to Great Britain and the United States from the maritime provinces in 1900.

From—	Great Britain.	United States.
Nova Scotia	\$3,178,899	\$3,620,517
New Brunswick	9,982,293	3,265,855
Prince Edward Island	610,269	408,382

The importations from these two countries were:

Importations from Great Britain and the United States into the maritime provinces in 1900.

Into—	From Great Britain.	From United States.
Nova Scotia	\$2,997,725	\$4,661,627
New Brunswick	2,092,192	3,741,979
Prince Edward Island	278,767	189,245

SHIPPING.

The registered sea-going tonnage carrying cargo into and out of these provinces was, in 1900:

For Nova Scotia	3,686,747
For New Brunswick	1,380,002
For Prince Edward Island	185,741

The tonnage engaged in the coasting trade, which arrived and departed at ports in these provinces during 1900, was:

For Nova Scotia	5,984,941
For New Brunswick	1,573,214
For Prince Edward Island	1,233,526

The number of vessels belonging to these provinces on the registry books of the Dominion, including sailing ships and steamers, and the net tonnage of the same, on the 31st of December, 1900, were:

Province.	Number.	Tonnage.
Nova Scotia.....	2, 121	226, 817
New Brunswick.....	927	78, 708
Prince Edward Island.....	176	14, 261

The number of light-house stations and lights, together with fog horns, bells, and bombs, whistling and bell buoys, etc., was:

Province.	Stations.	Lights.	Buoys, etc.
Nova Scotia.....	181	198	57
New Brunswick.....	99	124	23
Prince Edward Island.....	39	67	6

FISHERIES.

The principal fishing interest of Nova Scotia is concentrated at Lunenburg. The fleet there during the past season has consisted of 158 vessels, averaging in size about 93 tons and costing about \$4,000 each. The cost of fishing outfit for each vessel is about \$1,200, exclusive of provisions.

Nova Scotia has for years largely supplied the West Indian demand for fish. The grade of fish which satisfies the requirements of this trade is said to be inferior to that demanded by the people in latitudes farther north, while the cool summers of Nova Scotia have afforded the best conditions for curing the fish. Nova Scotia fishermen have been able to deliver merchantable fish in the West Indies at lower prices than the American fishermen have cared to make.

Last year, there was great apprehension at Lunenburg that the Porto Rican tariff would injure the trade of the province with that island. This fear, however, does not appear as yet to have been justified, for the catch this year is larger than last, and the price realized by the fishermen is higher than at any other time within the past ten years. The season has therefore been a prosperous one.

The catch of the Lunenburg fleet was last year 240,000 quintals of 112 pounds, and this year it is about 254,000 quintals.

Thirty-six vessels have been added to the Lunenburg fleet during the past year, but the net addition is only 12 vessels, for 16 have been transferred to other ports, 6 sold to St. Pierre, and 2 lost. The tendency is to build vessels for fishing purposes of larger size than those formerly employed.

One of the results of the changed conditions in Porto Rico is that the West India fleet has dwindled somewhat, and Nova Scotia fish shipped to Porto Rico now go largely via New York.

IRON AND STEEL.

The iron and steel industries at Sydney have been energetically advanced during the past year. The Dominion Iron and Steel Company is now producing pig iron at the rate of about 800 tons a day, and

within a few months will materially increase this production. Based on an estimated production of 300,000 tons of pig metal and 60,000 tons of steel blooms in 1901, and 400,000 tons of iron and steel per annum thereafter, this company figures that the Government bounty under existing legislation would amount to \$8,095,000. The general manager of the company claims "that after crediting the value of the by-products from the coke ovens, the cost of pig iron should not exceed \$5.50 per ton, after everything has been reduced to steady practice." He insists that the quality of the iron and steel is all that could be desired.

The Nova Scotia Steel and Coal Company has been organized to take over the properties of the Nova Scotia Steel Company and the General Mining Association. The capital of this new company is—

Common stock.....	\$5, 000, 000
Preferred 8 per cent stock.....	8, 000, 000
First mortgage 6 per cent bonds.....	2, 500, 000

The profits of the combined business represented by the new company, as certified by the auditors, exclusive of bounties, amounted for the year 1900 to \$530,581.

This company claims to own 6,000,000 tons of red hematite ore at Conception Bay, Newfoundland, and coal deposits in Cape Breton, estimated to contain 216,000,000 tons of coal. The managers have sold for delivery during the present year about 300,000 tons of their iron ore, of which 60,000 were in Philadelphia and about 240,000 tons in Germany and Scotland.

COAL.

The coal production of Nova Scotia steadily and rapidly increases. For the fiscal year ended September 30, 1900, the production was 3,626,628 tons, valued at \$5,947,670. The largest producer is the Dominion Coal Company. This company reports that its shipment of coal in the present year, from January 1 to October 31, 1901, has been 2,025,316 tons. The coal mines belonging to the Nova Scotia Steel and Coal Company have produced about 800,000 tons per annum, and last year the Pictou County mines produced about 470,000 tons. The entire production of the province will presumably equal 4,000,000 tons during the present calendar year. The production for the past five fiscal years has been as follows:

	Tons.
1896.....	2, 508, 579
1897.....	2, 493, 554
1898.....	2, 563, 180
1899.....	3, 148, 822
1900.....	3, 626, 628

Considerable effort is being made to extend the market for Nova Scotia coal in Europe and at ports of the Mediterranean. A representative of the Dominion Coal Company is at present traveling abroad, avowedly for that purpose. This company is to ship a cargo of 5,000 tons to Hamburg the last of November. This will be the first cargo of Cape Breton coal sent to Germany.

APPLES.

The president of the Nova Scotia Fruit Growers' Association states that the apple crop of the province for 1901 is exceptionally good in

quality and will give about 300,000 barrels for export, principally to London. Nova Scotia apples were exhibited at the Pan-American Exposition and received awards of one gold, four silver, and three bronze medals. A very stringent law, called "The fruit marks act," was passed by the Dominion Parliament last May and went into operation the 1st of July. This requires great care in the selection, packing, and marking of fruit, provides inspectors to detect violations of its provisions, and imposes severe penalties.

ENGINE MANUFACTURES.

One of the most successful industries of the Province is the manufacture of engines, boilers, and other steam plants for electric lighting, electric tramways, manufacturing and mining, carried on at Amherst. The Robb Engineering Company, Limited, has been doing an excellent quality of work there and rapidly increasing its capacity. The present output of this company is about \$250,000 per annum; number of hands employed, about 250. The product of the company is shipped to all parts of Canada, and some shipments have been made to England, Spain, Australia, Cuba, Brazil, and other foreign countries.

PORT OF HALIFAX.

The total imports of Halifax for the fiscal year ended June 30, 1901, amounted to \$6,503,101, of which \$4,329,908 were dutiable and \$2,173,193 free goods.

Compared with the imports of 1900, when the dutiable goods amounted to \$3,955,878 and the free goods to \$2,379,813, there was a total increased importation of about 2½ per cent; the increased importation of dutiable goods, however, was over 9 per cent, while there was a decrease of free goods amounting to over 8 per cent.

The imports from Great Britain for the two years mentioned were:

Imports from Great Britain, 1900 and 1901.

	1900.	1901.
Dutiable goods.....	\$1,174,795	\$1,239,766
Free goods.....	919,894	684,900
Total.....	2,094,689	1,924,666

This showed a slightly increased importation of dutiable goods, but a falling off in total importations from Great Britain amounting to about 8½ per cent.

The imports from the United States for 1900 and 1901 were:

Imports from the United States, 1900 and 1901.

	1900.	1901.
Dutiable goods.....	\$948,342	\$1,018,467
Free goods.....	816,265	871,525
Total.....	1,764,607	1,889,992

Gains are shown in both dutiable and free goods, the increase in the entire importation from the United States amounting to nearly 7 per cent.

The imports from all other countries for the same two years were:

Imports from other countries than Great Britain and the United States, 1900 and 1901.

	1900.	1901.
Dutiable goods.....	\$2,837,741	\$2,071,675
Free goods.....	643,654	616,768
Total.....	1,481,395	2,688,443

The importation of dutiable goods from all other countries has increased over 12 per cent, while the importation of free goods has declined.

The following is a partial itemization of the imports at Halifax from Great Britain and the United States for the fiscal years ended June 30, 1900, and June 30, 1901:

Imports at Halifax from Great Britain and the United States for fiscal years ended June 30, 1900 and 1901.

Articles.	Great Britain.		United States.	
	1900.	1901.	1900.	1901.
DUTIABLE.				
Books.....	\$15,340	\$21,085	\$12,960	\$19,235
Brass.....	3,139	846	3,684	3,550
Breadstuffs.....	7,708	15,066	6,751	9,883
Bicycles.....	17	5,557	3,764	3,764
Cottons.....	95,321	82,962	20,816	32,217
Drugs.....	19,106	22,067	30,264	25,901
Earthenware and chinaware.....	21,130	32,846	1,107	5,976
Green fruit.....	11,614	17,901	26,694	35,275
Glass.....	16,456	18,481	11,431	11,147
Fish.....	697	701	6,662	15,350
Hats and caps.....	28,779	24,265	10,391	12,068
Iron and steel.....	117,614	97,784	205,987	207,375
Leather and manufactures.....	1,883	3,801	9,632	11,605
Meats.....	864	584	71,552	86,470
Butter and cheese.....	382	278	230	3,101
Oils.....	67,692	67,668	116,385	111,546
Soap.....	14,597	7,597	6,398	5,784
Spirits and wines.....	72,607	108,001	651	2,283
Sugar.....	1,584	7,317	2,129	8,368
Molasses.....	.....	.....	47,327	32,133
Vegetables.....	6,414	6,606	9,947	11,339
Wood, and manufactures of.....	1,659	1,505	7,593	13,069
Wool, and manufactures of.....	208,439	247,782	1,566	2,212
Other dutiable goods.....	477,925	460,176	322,688	345,966
Total.....	1,174,795	1,239,766	943,342	1,018,467
FREE.				
Coal.....	.....	.....	94,333	119,615
Salt.....	.....	23,301	26,929	.....
Wood.....	.....	119	18,165	29,307
Animals.....	.....	.....	1,206	2,146
Grease.....	.....	977	3,249	4,577
Cocoa beans.....	18,143	7,668	8,149	4,286
Flowers and plants.....	191	.....	238	174
Green fruit.....	.....	.....	12,027	26,296
Indian corn.....	.....	.....	168,149	177,275
Hemp.....	327,193	193,747	107,998	67,560
Leaf tobacco.....	.....	.....	3,820	4,227
Cotton waste.....	.....	.....	8,456	7,506
Cotton wool.....	.....	.....	117,623	117,169
Drugs.....	12,275	13,827	41,980	30,076
Lines and twines.....	18,688	12,425	54,163	67,512
Metal, iron, and steel.....	169,330	187,846	99,008	77,384
Settlers' effects.....	2,050	1,350	7,131	19,001
Tea.....	210,963	157,253	.....	.....
Other free goods.....	171,056	136,337	43,661	116,966
Total.....	919,894	884,900	816,265	871,525

According to the clearances at the customs office, the total exports from the port of Halifax for the year ended June 30, 1901, amounted to \$6,892,616, an 8 per cent increase over the exports of the year before. Of this total, \$6,786,294 worth was the produce of Canada and \$106,322 the produce of other countries.

The value of goods exported from Halifax through the United States to other countries amounted during the year 1901 to \$726,929. The value of goods imported through the United States amounted to \$89,054.

The exports from the port of Halifax to the United States for the fiscal year ended June 30, 1901, as indicated by the invoices certified at this consulate, amounted to \$768,287, and to Porto Rico the exports so certified were \$113,875, making a total certification of invoices at this office of \$882,162. The exports during the fiscal year 1900 for which this consulate issued certified invoices amounted to a total of \$650,659, of which total \$18,669 were exports for Porto Rico and \$631,990 for the United States. Porto Rican exports were only certified during a short portion of the year 1900. The certified invoices to the United States for 1901 exceed in value those of 1900 by over 20 per cent, and are 60 per cent larger than those of the year 1899.

The digest of consular invoices from this port shows the following values of articles exported, together with decreases and increases, for the year 1901 as compared with the exports of 1900:

Decreased exports.

Articles.	Total value 1901.	Decrease.
Carbons.....		\$492.75
Creosote.....	\$576.80	
Crude barytes.....		594.59
Detonators.....		525.00
Fish, fresh.....	27,445.12	4,547.73
Lobsters (canned).....	59,831.16	26,841.54
Fishhooks.....	344.60	308.95
Gold.....	500.00	1,550.00
Hides and skins.....	604.00	7,058.25
Ivory nuts.....		2,328.00
Junk.....	24,117.66	5,109.23
Laths and lumber.....	23,242.12	19,604.17
Liquor (gin).....		1,408.47
Manila hemp.....		16,790.60
Miscellaneous.....	1,273.19	430.31
Molasses.....		1,481.50
Oil (cod).....	32,024.73	12,830.15
Onions.....		820.00
Ore:		
Chrome.....		18,315.00
Copper.....		500.00
Concentrates.....	8,840.00	5,179.50
Manganese.....	625.92	1,482.08
Paintings.....	285.00	15.00
Potatoes.....	2,570.20	467.05
Skates.....	247.20	521.78
Stamps (old and canceled).....		500.00
Wood pulp.....		767.81

Increased exports.

Articles.	Total value 1901.	Increase.
Berries.....	\$17,688.30	\$13,517.05
Barrels (empty).....	1,400.25	1,400.25
Emigrants' effects.....	4,423.00	2,009.00
Fish:		
Dried.....	368,010.84	146,448.23
Pickled.....	284,609.92	193,048.73
Smoked herring.....	150.00	150.00
Lobsters (live).....	3,782.00	3,782.00
Sounds.....	1,116.28	24.48
Goods returned to United States.....	14,991.86	6,177.08
Grapes.....	909.00	909.00
Horses.....	1,890.00	837.00
Liquor (ammonia).....	2,734.20	884.48
Pianos.....	100.00	100.00
Rope.....	1,239.08	1,239.08
Seal skins.....	1,700.00	1,700.00

The digest of consular invoices for the agencies of this district shows the following:

Decreased exports at agencies.

Articles.	Total value 1901.	Decrease.
Cod oil.....	\$302.00	\$255.54
Barrels.....		369.93
Lumber.....	21,405.70	21,591.51
Ships' knees.....	571.50	2,958.30
Wood pulp.....	6,447.38	58,141.84

Increased exports at agencies.

Articles.	Total value 1901.	Increase.
Apples.....	\$78.00	\$78.00
Fish, dried.....	279,673.30	204,260.10
Fish, pickled.....	4,458.00	4,458.00
Lobsters (live).....	1,070.00	1,070.00
Lobsters (canned).....	3,199.00	2,799.00
Gold.....	14,279.00	14,279.00
Potatoes.....	8,964.21	8,786.71
Laths.....	1,798.28	1,798.28

The value of the exports certified at the agencies of Halifax district for the years 1900 and 1901 was:

Agency.	1900.	1901.	Increase.	Decrease.
Bridgewater.....	\$19,190.46	\$21,313.90	\$2,123.44	
Liverpool.....	70,463.08	20,015.21		\$50,447.87
Lunenburg.....	98,281.86	296,818.21	204,656.79	

The imports at the port of Halifax for the quarter ended September 30, 1901, amounted to the value of \$1,836,861; for the corresponding quarter of 1900, they were \$1,035,773. The entire value of the goods exported from Halifax during the same three months amounted to \$1,726,465.

The invoices certified at the Halifax consulate amounted, for the three months ended September 30, 1901, to \$415,666.65, an increase of \$222,031.58 over the corresponding period of 1900.

The invoices certified at the agencies of this district during the same three months amounted to \$162,728.43.

During the fiscal year ended June 30, 1901, the different vessels arriving at the port of Halifax were classified as follows:

Classification of vessels arriving at Halifax for year ended June 30, 1901.

Nationality.	Steam.		Sailing.		Total.	
	Num-ber.	Tonnage.	Num-ber.	Tonnage.	Num-ber.	Tonnage.
British.....	336	571,484	479	41,659	815	613,143
United States.....	37	57,013	73	11,720	110	68,733
All other countries.....	80	77,526	57	39,548	137	117,074
Total.....	453	706,023	609	92,927	1,062	798,950

In the year 1900, the total number of vessels arriving was 1,080, and the total tonnage for that year was 866,989.

RAILWAYS.

A contract has recently been signed for the construction of the South Shore Railway, which will connect Halifax with Yarmouth by a shore route. This line is subsidized by the local or provincial government to the extent of \$3,200 per mile, and by the Dominion government with the same amount. The provincial government also makes a loan upon the road of \$10,000 per mile, at $3\frac{1}{2}$ per cent. New York capitalists have become interested in the construction of a railway from Canso to Louisburg, and it seems probable that this road will be constructed in the near future, to be known as the "Cape Breton Extension Railway." The Nova Scotia Eastern is projected from Halifax to Guysboro, through the Musquodoboit Valley.

The Midland, a line of about 70 miles, from Middletown to Victoria Beach, on the Bay of Fundy, will soon be opened, giving, with the Central Railway, a connecting line from the Atlantic at Bridgewater to the Bay of Fundy.

STEEL SHIPBUILDING.

Ever since the establishment of the iron and steel industry at Sydney, the subject of shipbuilding has been more or less discussed throughout the province, particularly at Sydney and Halifax. The city of Halifax has voted to bonus a shipbuilding plant (if established in this city) to the extent of \$200,000. The conditions attached are, however, somewhat onerous, and the bonus is based upon results. The town of Dartmouth, on the opposite side of the harbor, has voted a bonus of \$100,000, practically without conditions, except the establishment there of a plant of satisfactory capacity. The provincial government has also indicated its readiness to assist steel shipbuilding within the province with a bonus of \$100,000, but reserves to itself the right to impose such conditions as it may deem desirable.

JOHN G. FOSTER,
Consul-General.

HALIFAX, November 26, 1901

SYDNEY.

I submit the following report on the commerce and industries of this consular district for the fiscal year ended June 30, 1901.

With the exception of bituminous coal, pig iron, sulphate of ammonia, and coal tar, which have increased, exports to the United States remain about the same as in previous years. The imports into this port from the United States, however, have increased, both in quantity and variety.

The following table shows the kind of goods, both dutiable and free, brought into this port last year:

Kind of goods, both free and dutiable, brought into port of Sydney, year ended June 30, 1901.

Classes.	Dutiable.	Free entry.
Books	\$1,643	.....
Brass	4,576	.....
Breadstuffs	546	.....
Bicycles	866	.....
Cotton waste .....	.....	\$2,082
Cottons	3,164	.....
Drugs	583	407
Earthenware	5,518	.....
Flowers .....	.....	8
Green fruit	10,704	4,236
Glass	2,147	.....
Fish	76	.....
Hats and caps	6,824	.....
Iron and steel	799,963	904,841
Leather manufactures (boots and shoes)	2,565	.....
Linen, twines .....	.....	45
Meats, all kinds	1,555	.....
Butter and cheese	140	.....
Settlers' effects .....	.....	38,347
Soap	129	.....
Oils	589	.....
Spirits, wines, and lager beer	3,689	.....
Sugar	826	.....
Tobacco leaf .....	.....	1,228
Vegetables	2,810	.....
Wood, manufactures of	10,938	64,191
Wool, manufactures of	982	.....
Total	860,283	1,226,666
Dutiable specified articles from United States .....	.....	\$860,283
Dutiable unspecified articles from United States .....	.....	85,212
Total dutiable imports from United States .....	.....	915,495
Nondutiable specified articles from United States .....	.....	1,015,384
Nondutiable unspecified articles from United States .....	.....	211,802
Total of nondutiable imports from United States .....	.....	1,226,666
Total of dutiable and nondutiable articles imported from United States .....	.....	2,142,161
Total of dutiable imports from Great Britain .....	.....	254,310
Total of dutiable imports from all other countries .....	.....	19,078
Total .....	.....	273,383
Total of nondutiable imports from Great Britain .....	.....	24,765
Total of nondutiable imports from all other countries .....	.....	308,818
Total .....	.....	333,583
Grand total of dutiable and nondutiable articles from Great Britain and all other countries, except United States .....	.....	606,966
Excess of imports from the United States over those from Great Britain and all other countries .....	.....	1,535,196

The above figures have been carefully compiled and are believed to be correct. During the fiscal year ended June 30, 1900, the imports

from the United States, both dutiable and nondutiable, amounted to \$1,183,135. The increase during the fiscal year ended June 30, 1901, amounted to \$959,026.

Outside of the large amount of imported iron and steel used in the construction of the Dominion Iron and Steel Company's plant, gratifying increases have been made in other classes of imports from the United States, notably tools, bicycles, boots and shoes, hats and caps, cotton clothing, fruits, and manufactures of wood.

The consular agent at Pictou reports imports from the United States to the value of \$142,287, consisting of manufactured iron and steel, machinery, tools, corn, silver bullion, and jewelry, but the exact amount of each article is not specified. He also reports that the past year has been one of great prosperity in all branches of business. The report in detail is attached.

The consular agent at Port Hawkesbury and Mulgrave also submits an interesting report, as several new and important industries are being rapidly developed in his district. The output of bituminous coal in that locality, with good shipping ports in the Strait of Canso open to navigation the entire year, will, in a few years, be of great magnitude and second to none in Nova Scotia. His report is also appended.

From the three other agents under this consulate, I have not received detailed reports. The volume and value of imports at these agencies, namely, Arichat, Cape Canso, Pugwash, and Wallace, are relatively the same as in previous years. Being seaport towns, their business is almost entirely with the fishing fleet. The imports at the agency at Louisburg were small and are embraced in the statement for Sydney, it being a subport of the latter.

IRON AND STEEL WORKS.

Through the courtesy of the vice-president and general manager of the Dominion Iron and Steel Company, Limited, I have obtained the following statement of the company's work:

During the fiscal year ended June 30, 1901, the company imported from its mines at Wabana, Newfoundland, with a few cargoes from Cuba, 194,870 tons of ore. During the same period, it produced 24,861 gross tons of pig iron, 9,906 tons of which were shipped to the United States, Canada, and Great Britain. The company also had in operation 2 blast furnaces and 150 coke ovens, besides a foundry and a machine shop. Furnaces numbered 3 and 4 will probably be in operation during the present month (October); also 250 additional coke ovens by January 1, 1902. The open-hearth furnaces and blooming mill are expected to be partially, if not wholly, in operation between November 1 and January 1 next. It is also proposed to erect a steel-rail mill, the foundations for which are being constructed. Many new railroad lines in the Dominion of Canada are either contemplated or in process of construction, and there will be a demand for the product of this mill.

COAL INDUSTRY.

The bituminous coal industry of this consular district has largely increased during the past year, the augmented output of the Domin-

ion Coal Company, Limited, being about 500,000 tons. There has been mined and shipped during the year the following number of tons:

	Tons.
Total tons mined	2, 280, 292
Shipments:	
Nova Scotia	318, 839
New Brunswick	65, 480
Newfoundland	51, 299
Prince Edward Island	17, 541
Quebec	845, 686
St. Pierre	5, 808
United States	562, 062
Total	1, 866, 675
Bunker:	
Trans-Atlantic	97, 916
Other bunker	75, 614
Total	173, 530

Sydney and Louisburg are rapidly becoming bunkering ports for Trans-Atlantic freight steamers, as will be seen by a comparison of the number of tons used for that purpose in 1900, 44,788 tons, with the amount in 1901, viz, 97,916 tons.

The number of pits worked by the company was 6.

Number of miners employed	2, 101
Number of other workmen	4, 218
Total of miners and workmen	6, 319
Capacity of cars increased during year	tons.. 9, 000
Number of steamers owned and used	5
Number of tugs owned and used	2
Number of barges owned and used	5
Number of steamers under charter	16
Average carrying capacity	tons.. 4, 000

The output of the company during the coming year will be greatly increased, as a large new shaft and three slopes are now being worked.

Several small cargoes of anthracite coal have been brought to Sydney and North Sydney during the present year. Many persons prefer to use anthracite, now that the price of bituminous coal has so greatly increased.

GENERAL.

The town of Sydney during the past year has continued to enjoy the prosperity inaugurated in 1899. Building operations have been largely carried on, and the class of dwellings and business houses erected has been greatly superior in all respects to that heretofore built. Large amounts of money have been expended in the improvement of streets and the extension of sewers and water mains to all portions of the town. The fire department has also been improved by the purchase of a modern steam fire engine, a hook-and-ladder truck, and a hose reel. A new town building has also been erected, at a cost of \$15,000, in which are located the offices of the town officials, the police station, and the fire engine. The county is erecting a new brick and stone court-house here, at an expenditure of \$67,000. A new academy is also nearing completion, and other school buildings have been contracted for, made necessary by the crowded condition of the present structures.

The official census taken in July gave the town of Sydney a population of 9,908, an increase in two years of over 7,000 permanent residents. Great difficulty has been found in securing houses, even at extremely high rents, but it is expected this difficulty will be overcome by the end of the year.

The days of cheap living for families here are past. Cape Breton Island is not an agricultural country. It is unable even to produce cereals, such as wheat, corn, barley, oats, etc., and vegetables are grown only in limited quantities. But few cattle, sheep, hogs, and poultry are raised, which necessitates importation from western Nova Scotia, the Upper Provinces, and Prince Edward Island.

If the coming year sees an addition of from one to two thousand to the population—and I see no reason why this should not be the case, in view of the growth of the iron and steel company in all its departments—the town will again become congested and rents and food will continue at the present high prices.

The business of this consulate has largely increased in every respect, and a steady growth may naturally be looked for in each succeeding year. The careful prospecting of the island for coal and other minerals is still progressing, and large areas of land are being bonded. It is reported that the Nova Scotia Iron and Coal Company will commence the erection of a plant at North Sydney during the coming year, it having purchased the coal properties of the General Mining Association located there. The company at present is carrying on business at Ferrona and Trenton, in the middle western section of this consular district.

In conclusion, I will state that the increasing of the output of the present coal properties and the opening up of new ones, together with the work of the Dominion Iron and Steel Company, have brought to the island of Cape Breton a season of prosperity never before equaled in its history, and it is reasonable to suppose that, as the amount of capital invested is large, none of the present enterprises will be allowed to lapse, but, on the other hand, kindred enterprises, dependent on coal and steel, will be inaugurated in the near future.

GEO. N. WEST, *Consul*.

SYDNEY, *October 17, 1901.*

REPORT FROM THE CONSULAR AGENT AT PICTOU.

Imports from the United States for the year ending June 30, 1901, amounted to \$142,287, the leading articles being manufactures of iron and steel, machinery, tools, corn, silver bullion, jewelry, etc. The exports for same period were valued at \$137,313, and included fresh and pickled fish, canned lobsters, potatoes, and woolen cloth.

The past year has been a very successful one for the local industries. The biscuit and candy factory of G. L. Hamilton & Sons has had a most profitable season, the output being the largest in its history. A considerable addition to the factory is contemplated, which will permit of a largely increased production. The goods of this firm are marketed in the maritime Provinces of Quebec, Ontario, and Newfoundland.

The Nova Scotia Boot and Shoe Company finds a ready market for its products in eastern Nova Scotia, Cape Breton, Prince Edward Island, and Newfoundland. The goods manufactured are chiefly the strong, heavy boots worn by fishermen, miners, etc.

There are two tobacco factories in successful operation, managed, respectively, by A. McKenna, sr., and A. McKenna, jr. The former handles imported leaf exclusively, buying chiefly in Virginia, and produces both dark and light tobaccos of excel-

lent quality. In the other factory, the domestic or Canadian leaf alone is handled, and a superior class of goods is made. The productions of both factories find a ready sale in the local markets and adjoining Provinces.

The Copper Crown Mining Company has nearly completed the reconstruction of its plant and expects to be in full operation within a short time. During the year, this company imported several cargoes of copper ore from Newfoundland for trial purposes.

The output of coal has been large, and indications of continued activity in this industry are bright.

During the past year, the town of Pictou has undertaken the installation of a complete system of waterworks. The source of supply is seven wells, tapping a stratum of water-bearing freestone and granite rock. Chemical analysis shows the water to be of exceptional purity and well suited for domestic and manufacturing uses. The yield is abundant for a population many times that of the present town, and may be increased by additional wells should the necessity arise. Ample fire protection is obtained by gravitation from a reservoir giving a pressure of from 60 to 100 pounds at the fire plugs, according to location.

JOHN R. DAVIES, *Consular Agent.*

REPORT FROM THE CONSULAR AGENT AT PORT HAWKESBURY.

The imports from the United States amount to about \$64,740, and comprise farm implements, church bells, kerosene oil, machinery for railroads, manufactures of iron, settlers' effects, etc. A change has been made this year, and statistics are now compiled at Ottawa instead of by the local collector of customs, as formerly, which makes it difficult to secure correct figures.

INDUSTRIES.

Since my last report, a railroad has been built and placed in operation between the Broad Cove mines and Port Hastings (3 miles from Port Hawkesbury), and from the latter place, grading has been completed and considerable track laid for a connection with the Intercolonial Railway at this place. This road is built by the Inverness and Richmond Railway Company, of which Messrs. McKenzie & Mann, of Toronto, are the principal owners. These gentlemen also operate the Broad Cove coal mines, on the north side of this county, where the largest deposit of coal in Cape Breton is supposed to exist. Some of the leads are 22 feet thick and of a good quality. At present, there are being worked two slopes, each 1,000 feet deep.

During the past year, about 4,000 tons of coal have been raised, which was mostly used for local consumption and on the company's railroad.

At present, 57 miles of the Inverness and Richmond Railway are in operation and by the 1st of October next, trains will connect with the Intercolonial Railway at this town. The rolling stock now in use on the Inverness and Richmond Railway consists of 3 locomotives, 3 passenger cars, 1 baggage car, 25 coal cars, 10 box cars, and 75 flat cars.

The new Port Hood coal mines are owned by a local company, the capital all being subscribed within the Province of Nova Scotia.

The company works one slope only, and during the past year, has given employment to about 75 men. The output was less than 1,000 tons, all of which was disposed of in local markets; none was shipped; but within the next twelve months, when the new piers, tramways, etc., now under construction, have been completed, large shipments are looked forward to.

The Cape Breton Railway Company, composed of New York and Montreal capitalists, is building a railroad from the Strait of Canso to Louisburg. Construction was begun on the 22d day of August last, and since then, 2 miles of the road have been graded. The line has been fully surveyed and located as far as St. Peters Canal, a distance of 30 miles. Two hundred men are at present employed on the construction work. The Manhattan Construction Company has the contract to build this road. When finished, it will pass through several important coal areas, one at River Inhabitants Basin and another at the Salmon River. The Canadian government is also making preparation for an improved ferry system, with which this road will connect.

ALEXANDER BAIN, *Consular Agent.*

ONTARIO.

CORNWALL.

Cornwall, appropriately called the Mill Town of Ontario, is situated on the St. Lawrence, about 67 miles west of Montreal, and has a population of some 12,000, including the three adjoining townships, separated only by streets. It is one of the important stations of the Grand Trunk Railroad and of the New York and Ottawa.

The Dominion government has erected at Cornwall one of the largest and finest stone buildings in Canada and has a retinue of customs, revenue, and other officers stationed here; also a large force in the engineering department.

INDUSTRY AND TRADE.

The industries are varied and numerous. Two large cotton mills employ 1,000 hands, with an annual output of over 5,000,000 yards of cottonades, tickings, flannelettes, gingham, awnings, etc. Both mills are owned by the Canadian Cotton Mill Company. The Toronto Paper Company also has a large plant and has made extensive improvements in the last eight months. The output is 300 tons of paper and 150 tons of pulp; 200 hands are employed. There are also two large planing mills, two sawmills, blind and sash factories, bottling works, foundries, a pottery, and other industries, employing from 400 to 500 hands; also a flour mill, with an output of 125 barrels a day.

The total imports for the fiscal year ended June 30, 1901, were \$595,645; exports, \$65,750. For the first six months of 1901 the imports were \$280,965; exports, \$39,480.

IMPROVEMENTS IN CORNWALL.

Cornwall is delightfully situated, within easy distance of Montreal, Massena, Stanley Island, the Adirondacks, Fort Covington, and other noted places. It has two weekly papers, a free circulating library, efficient fire and police departments, an electric railway, and, through the St. Lawrence Electric Company, will be the best-lighted town in Ontario. Outside of Montreal, Cornwall can boast of the most perfectly arranged hospital in Canada—the Hotel Dieu, under the management of the Sisters. There is another up-to-date hospital under Protestant denominations.

Both Montreal and Toronto banks have branches here, and their deposits amount to over \$1,250,000. There are also two express companies, and two telephone companies with long-distance telephone services.

In this consular district are other important towns—Morrisburg, which is steadily increasing in population and wealth and has a number of important industries; Winchester and Chesterville, both on the line of the Canadian Pacific, where a large amount of lumber is shipped to the United States, and Cornwall and Morrisburg, large shippers of hides, skins, etc.

NOTES.

There are no changes in currency values. United States silver and \$1 notes are in general circulation. The rate of exchange is from one-eighth to one-tenth; interest, about 7 per cent.

The Grand Trunk and the New York and Ottawa railways and the Richelieu Line of steamers afford means of transportation to all points east, west, north, and south—and all the ports in the United States are easily accessible.

Freight rates have undergone no change in the last few years.

No license is required, except for transient traders, who open stores for a month or so. No duty is imposed on samples.

This district has a large output of cheese and butter, which are mostly shipped to European markets.

If our people will enter this territory, they will succeed. We have the best and cheapest goods, and our machinery is especially sought, as are such staple articles as boots, shoes, cotton goods, hardware, wall paper, prints, etc.

JOHN E. HAMILTON, *Commercial Agent*.

CORNWALL, *October 30, 1901.*

SUPPLEMENTARY.

An approximate estimate of exports to the United States from Morrisburg, in this consular district, for the year ended June 30, 1901, was \$130,000 dutiable and \$25,000 free; for the half year ended June 30, 1901, dutiable \$67,000, free \$15,000. Among the many improvements along the St. Lawrence in this district, Morrisburg will have a powerful electric system, a plant having been erected immediately opposite the lower lock of the Rapide Plat Canal. This system is not only capable of lighting the entire town but will supply power to manufacturing industries.

Dry Island has been purchased by American citizens, who are now engaged in preparing to build and operate a tramway to Madrid—a distance of 7 miles—to connect with the New York Central Railway. With its ferry and railway connections, Morrisburg will be a desirable place for manufactories, as well as for residences, being provided with all city conveniences. It also has two mineral springs of iron and sulphur, not unlike those at Massena, N. Y.

JOHN E. HAMILTON, *Commercial Agent*.

CORNWALL, *November 7, 1901.*

HAMILTON.

Owing to a change in the methods of the department of customs, by which all exports and imports are classified and tabulated at Ottawa from daily reports of collectors, I am unable to obtain from the local custom-houses any figures showing the extent or classification of the trade of this consular district with the United States.

The total values of exports and imports at the port of Hamilton for 1899 and 1900 are given as follows:

Exports and imports for 1899 and 1900.

	1899.	1900.
Exports.....	\$1,724,390.00	\$1,808,200.00
Imports.....	5,179,311.00	6,891,147.00
Entered for consumption.....	5,176,969.00	6,717,061.00
Duty.....	672,562.41	829,446.04

The figures from Paris, Galt, Brantford, and other ports in this district would show a corresponding increase.

Observation and inquiry show, beyond question, a constant and material growth in the diversity, volume, and value of imports from the United States, and a relative decrease in the use of the products of Great Britain and Europe, while the declared value of certified exports to the United States has fallen off 18 per cent during the last year.

DIVERSITY OF INDUSTRIES.

Hamilton pioneered the iron-working industries of Ontario, and stimulated by liberal bounties and a protective tariff, has justified its title of "the Birmingham of Canada." Its smelters, rolling mills, steel plant, bridge works, stove, and other foundries and machine shops are first in importance, while metal, wood, leather, textile fabrics, glassware, tinware, furniture, musical instruments, pottery, and clothing are manufactured in large quantities, and there are well-appointed factories for the curing and packing of meats and the canning of fruits and vegetables.

The following is an estimate in regard to the manufactures of the city.

Number of manufacturing plants	282
Working capital	\$15,000,000
Number of employees	16,000
Wages paid	\$8,000,000
Raw material used, value	\$14,000,000
Value of products	\$28,000,000

There are 53 mercantile houses in the wholesale trade, dealing in hardware, dry goods, leather, wool, cotton, grain, flour, groceries, drugs, stationery, jewelry, marble, granite, etc.

Railway communication is supplied by the Grand Trunk System, the Canadian Pacific, and the Toronto, Hamilton and Buffalo railways, and a considerable portion of the carrying trade is handled by lake vessels.

The arrivals at and departures from this port in 1900 are given as follows:

	Arrived.	Departed.
Number of vessels	1,018	810
Tonnage	209,504	198,848
Number of crew	13,111	13,207

The freight tonnage, by rail and boat, in and out of Hamilton is exceeded by that of only two cities in the Dominion of Canada.

PROVISION AND TRANSMISSION OF ELECTRIC POWER.

Hamilton is supplied with electric power far beyond its present needs, and the method of obtaining and transmitting it should be of interest to cities in the United States which are located near sufficient waterfalls.

The surface of Lake Erie is 333 feet above that of Lake Ontario, and the Niagara escarpment is continuous around the head of the latter, with varying heights above the shore valley. At Decew Falls, 35 miles

southeast of Hamilton, the descent is 280 feet, and the distance from the Erie level of the Welland Canal is $4\frac{1}{2}$ miles. The Hamilton Electric Light and Cataract Power Company, organized in 1897, arranged with the government for a supply of water from the canal, and constructed a conduit from Allanburg to the escarpment, where three storage reservoirs, having a total area of 33 acres, contain a forty-eight hour supply of water, and meet the irregularities of demand usual in electrical-supply enterprises, besides allowing the emptying of stretches of the canal for repair purposes without interrupting the company's service. The conduit is designed to carry sufficient water to develop from 10,000 to 12,000 horsepower without creating an erosive speed in the current.

From the big reservoirs and through a concrete fore bay, the water is delivered to a large steel pipe, known as the flume, which carries it directly down the mountain side to the power house, 280 feet below. The flume is 745 feet long, and varies in diameter from 8 feet 6 inches at the top to 7 feet 6 inches at the bottom. The thickness of the steel plates at the top is one-quarter of an inch, and this gradually increases till at the bottom it is thirteen-sixteenths of an inch. The weight of the flume is supported from the top, and all the way down the hill there are supporting masonry foundations. Nearly two-thirds of the way down there is an expansion joint, to relieve any contraction or expansion in the pipe. The angle of the flume is about 20 degrees. At the bottom of the hill, it makes a graceful right-angle turn and passes underneath the floor of the power house. The whole flume is housed with matched lumber, double thickness, to protect it from extreme changes in temperature.

The power house is filled with generating units, step-up transformers, switchboards, etc. Beneath the floor, the water-supply pipe is solidly embedded in concrete, and four branch pipes come up through the floor to supply water to the turbines. In order to withstand the unusual pressure, the runners, the gates, and all other parts of the machinery susceptible to wear are made of bronze. The water enters the wheel horizontally and discharges vertically downward through a draft tube 14 feet in height. The immense fly wheels weigh $7\frac{1}{2}$ tons each. The inductors of the generators weigh over 12 tons, and although a very high speed is maintained, there is practically no vibration. The interesting feature of the power house to the uninitiated is the step-up transformers. There are ten of these, and it is their duty to raise the potential relieved by the generators to 22,500 volts on the transmission line. They are incased in steel boiler-plate tanks and are artificially cooled by water from the penstock. The coils are wound in sections carefully insulated, and the whole is immersed in mineral seal oil.

From the power house, the current is sent over four transmission lines of heavy copper wire 35 miles to the transformer station in this city. Great care was taken in the construction of these lines, and there has been no trouble on account of storms of snow or sleet.

At the present time, the company is supplying about 5,000 horsepower. In addition to public and private lighting and the motive power for city street railways, the Radial Railway, and the Hamilton and Dundas Railway, 34 factories use from 15 to 1,000 horsepower each, and 225 factories use below 15 horsepower, the rate charged varying from \$20 to \$100 per horsepower per year, according to conditions and amount used.

COTTON DUCK.

Among the new industries attracted by the advent of cheap electric power the most important thus far in complete operation is the manufacture of cotton duck by the Imperial Cotton Company.

The mills are entirely new, erected to meet the requirements of the trade, and contain one of the most complete and modern plants in the world.

The paid-up capital is \$750,000, and no expense has been spared in introducing the latest and best appliances for economical production and for safety and comfort of the operatives.

The plant is operated throughout by electric power, completely equipped with overhead heating, and fitted with the best sanitary conveniences.

The entire equipment of the mills was furnished and installed by C. E. Riley & Co., of Boston, Mass., and the output is handled by the J. Spencer Turner Company, of New York City.

The capacity of the factory is 2,500,000 pounds of finished goods per annum, requiring 6,000 bales of raw cotton, which will all be imported from the United States. The manager estimates that between \$3,000 and \$4,000 per annum will be expended in the United States for mill supplies other than cotton, and, as fully 70 per cent of the product will be exported through New York, there will be added benefits of freights and transfers.

AMERICAN ENTERPRISE.

The advantages, natural and artificial, of Hamilton have attracted capital from the United States to numerous industries, the most important being the Hamilton Steel and Iron Company, the Meriden Britannia Company, the Westinghouse Manufacturing Company, and the Volta Electric Storage Company.

The Norton Manufacturing Company has one of its six establishments for the manufacture of tin cans here; and many Americans are employed as mechanical experts in various branches of manufacturing.

ROADWAY AND SIDEWALK MATERIAL.

The city of Hamilton has been a valuable customer of manufacturers in the United States, during the past two years, for material used in connection with tar macadam roadways and the construction of sidewalks. Two years ago, I called attention, in a report to the Department of State, to the material used in the building of permanent roadways in this city. The old system of macadam was not satisfactory, because the rainfall percolated through the stone and gravel, softening the surface and loosening the bed. Some years ago, an experiment was made by the engineer of this city, combining the use of coal tar with the broken stone and gravel, thus making the roadways waterproof. The first piece of roadway made with tar macadam has been in use twenty years, and it has now a better surface than parts of the asphalt pavements that have been laid in this city less than half that time. Later experiments were made, and in all cases the new system proved successful. Three years ago, the city council and the city engineers came to the conclusion that, for economy in road making

and for permanency, the combination of broken stone, gravel, and tar was the best thing practicable, and it was decided to begin at once a system of road making.

As the result of my report to the Department of State on tar macadam roadways, which was published in the Advance Sheets of the Bureau of Foreign Commerce, scores of letters have been received at this consulate and the department of public works, relating to the method of making the roadway, the cost, etc., and a large number of delegations have come to this city to make personal investigation. The consequence has been an increased demand in the United States for coal-gas tar and an advance in its value. This city has been buying almost exclusively from a Boston firm for the past two years, and has used an average of 40,000 gallons a month during five months of the summer. This demand for coal-gas tar for roadways is only in its infancy, and as it is cheaper and better than many of the compounds that are being put upon the market, it will prove profitable for American firms dealing in that commodity. The tar macadam roadway costs an average of 80 cents a yard.

The spirit of improvement has taken new hold on the people of this city, and with good roadways comes a demand for a better system of sidewalks. This has benefited another important industry in the United States and promises greater results in future years. These sidewalks are made of concrete, in which cement plays an important part. Last year, the board of works used Canadian cement altogether, which did not give satisfaction either in quality or price.

This year, a contract was made with the Lehigh Portland Cement Company, of Ormond, Pa., for the summer's supply, the price being 34 per cent less than that asked by other manufacturers of cement, and the quality better. During the past summer, the city has used 120 carloads of cement, each car carrying 162 barrels of 350 pounds. The engineer and the experts who have charge of the construction of the concrete walks unite in saying that the Ormond cement is the best they have ever used. Such an indorsement from the city must have its effect on the building trades here, that use large quantities of cement during the year, and so long as the price and quality are satisfactory, the export of cement to this country from the United States should largely increase.

The paving bricks selected for cross walks are also of American manufacture; they are obtained at Massillon, Ohio.

EMIGRATION.

The population of Hamilton is about 53,000, and emigration to the United States is an important factor in its small percentage of increase. During the year ended June 30, 1901, 200 families obtained papers at this consulate for the free entry of their household goods, and I am of the opinion that a sufficient number, outside of those thus represented, went from here with only personal baggage to bring the total to 900 or 1,000 persons.

INCREASED DEMAND FOR AMERICAN STYLES AND FABRICS.

A very marked increase of American goods, both in quantity and variety, is shown in the shops, and merchants report that the inquiry for late New York styles is growing and insistent.

The leading dry goods houses and department stores carry large millinery stocks and engage in dressmaking, and their milliners and modistes are required to visit New York several times a year to observe the styles there, which have largely superseded the European and English modes which formerly obtained here.

The increase of travel between the countries, with opportunity for observation and comparison, has contributed to this demand on the part of the ladies for the goods worn by their American sisters, and the difference in cost is not sufficient to shut them out.

The exhibits of merchandise at the Pan-American Exposition have been examined by a majority of the liberal buyers of this district, and will certainly create a further demand for American products.

A large share of the trade in ready-made suits and blouses for women and children is already in the hands of American dealers, because they are up to date and the merchant is not required to overstock, and can keep his lines full at short notice.

The trade in American boots and shoes is still growing, especially in women's wear. Two of the leading dealers now make a specialty of American goods and call attention to them in their window signs. They inform me that some \$40,000 worth were sold here within the past year, for which the consumer paid much higher prices than for the Canadian make.

There is also a growing trade with United States houses in the line of novelties and trimmings and the small wares of the dry goods trade. American hardware, especially in edge tools, saws, and builders' furnishings, has the preference here, and also certain lines of cutlery.

NOTES.

This consular district is the garden spot of Canada, and includes the enterprising and prosperous towns of Brantford, Galt, Paris, Berlin, and Waterloo, and a rich fruit and fine stock producing farming section. The purchasing capacity of the people is large, and United States goods are growing in favor with all classes. There are no restrictions placed upon commercial travelers, except the collection of duties on samples, and goods may be shipped in bond to interior custom-houses for examination and approval and returned, if not accepted, without duty or serious inconvenience.

Merchandise is not required to be stamped with the name of the country producing it, or otherwise designated, unless entitled to a differential tariff.

Railroad and steamboat transportation is convenient, and ample and thorough attention to this field on the part of our manufacturers and dealers would certainly prove remunerative. This market, at our very doors, is not being taken such advantage of as its possibilities warrant.

JAS. M. SHEPARD, *Consul*.

HAMILTON, *October 29, 1901.*

KINGSTON.

The exports to the United States from this consular district have increased 30 per cent in the six months ended June 30, 1901, over those for the corresponding period of 1900. With the exception of feldspar,

the increase has been in articles of common export, lumber, hides and skins, cattle, and raw furs showing the greatest gain.

The commercial activity in the United States is the most potent factor in bringing about this increase of exports.

It is practically impossible to write definitely of the imports, as the statistical department of the custom-house has been moved to Ottawa.

The locomotive works, which last year at this time were awaiting a purchaser, have been started under the best of management. I learn that it is now buying 90 per cent of its steel in Belgium and Scotland; formerly it purchased this in the United States.

IMPORTS.

I find no change in the condition of the iron and steel trade. As formerly, American manufactures are found in every store, on account of their superior workmanship. This is especially noticeable in workmen's tools. Good quality and special patterns give our goods their place.

Fine cutlery is German and English; rougher articles are Canadian. Gentlemen's outside clothing material is Canadian or European. Some hats and shoes are imported from the United States and electric supplies are almost entirely from that country.

Canadian tastes are every year becoming more American, and I believe that in the future, articles in use here will be almost exclusively made in Canada or the United States.

MINING.

Under the influence of commercial operations in the United States, there has been great activity in mining in this district, gold, iron, corundum, feldspar, and mica being the chief branches. How much the gold mines are paying, I do not know, but it is the opinion here that only those which can save the arsenic are profitable.

A good deal of iron ore has been mined for smelting, but these mines are dependent upon the bonus of \$3 a ton paid Canadian smelting works.

Feldspar is all exported to the United States, and is represented to be of the best quality. Corundum is also exported to the United States, but as yet this is an infant industry. Mica has been developed in large quantities for our markets, but at present the trade is suffering, it is claimed, from the imports into the United States of mica from India.

CROPS.

The agricultural outlook is not quite as bright as last year. The hay crop is the only one which the farmers are willing to admit is good.

STRIKES.

In June, the street railway and the locomotive works were interrupted by strikes. The street railway strike lasted eleven days; loss to the company, \$688.73; loss to the employees, \$396. The settlement leaves the advantages as much with the company as with the employees. In the strike of the locomotive works, the loss to the company was represented in the profits upon one engine; the loss to the employees was \$1,672.85.

M. H. TWITCHELL, *Consul*.

KINGSTON, *October 1, 1901.*

LONDON.

The past year has been one of great activity in all lines. Manufacturers are crowded with orders, and many are running overtime to meet the demands of trade. Labor is very generally employed, at somewhat increased wages.

AGRICULTURE.

This has been a very prosperous year for the farmer; good crops and high prices have prevailed throughout the Dominion. The government is making every effort to establish permanent markets for Canadian products, and, through increased facilities for transportation and a studied effort to meet requirements in Great Britain, they are in a fair way to accomplish this object.

Exports of agricultural products for the year ended June 30, 1900.

Articles.	Exports, the produce of Canada.					
	Total.		To Great Britain.		To United States.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Animals:						
Cattle—						
1 year or less, number	80,784	\$390,806	651	\$14,823	29,925	\$875,098
Over 1 year, number.	174,740	8,689,970	114,405	7,564,257	57,064	1,026,089
Horses—						
1 year or less, number	82	4,850			32	4,850
Over 1 year, number.	10,021	1,162,681	5,044	517,641	1,496	218,276
Sheep—						
1 year or less, number	942,704	1,182,970	3,055	14,595	338,083	1,168,162
Over 1 year, number.	117,240	711,042	76,199	460,913	36,429	224,836
Swine.....do.	1,684	14,558			1,076	11,558
Other animals.....do.		9,270		123		7,732
Poultry.....do.		36,008		628		82,268
Butter.....pounds.	28,259,787	5,122,156	24,817,436	4,947,000	28,804	5,044
Cheese.....do.	186,984,430	19,856,824	186,627,757	19,812,670	40,479	4,836
Eggs.....dozen.	10,187,906	1,457,902	10,109,388	1,447,030	21,929	2,621
Flax.....cwt.	28,844	196,769			28,844	196,769
Fruits:						
Apples—						
Dried.....pounds.	4,181,088	210,892	821,911	22,597	149,436	6,858
Green or ripe, barrels	956,458	2,578,233	896,985	2,423,079	29,529	73,626
Berries.....do.		127,720		4,782		122,878
Canned or preserved.		829,406		238,311		41,636
All other.....do.		59,412		6,701		11,087
Grain and products of:						
Barley.....bushels.	2,156,282	1,010,425	1,758,135	810,917	164,468	77,754
Beans.....do.	312,056	334,886	15,867	17,700	66,992	99,341
Bran.....cwt.	192,567	146,206	123,138	100,044	55,683	34,966
Buckwheat.....bushels.	274,580	146,055	121,664	68,086	8,784	2,196
Indian corn.....do.	2,142	1,183			1	1
Oats.....do.	6,929,214	2,148,179	6,028,704	1,866,621	187,785	38,935
Pease.....do.						
Whole.....do.	2,894,717	1,989,777	2,554,372	1,694,135	73,029	66,226
Split.....do.	165,210	155,604	55,604	48,995	1,854	1,747
Rye.....do.	474,572	279,286	472,416	278,228	2,156	1,068
Wheat.....do.	16,844,650	11,966,488	15,975,858	11,850,942	82,785	58,306
Other grain.....do.		1,260			1,907	1,260
Flour of wheat.....barrels.	768,162	2,791,886		1,665,708	3,834	12,998
Indian meal.....do.	1,113	2,496				1
Oatmeal.....do.	146,867	474,991	140,195	456,843	304	801
Meal, all other.....do.	7,231	15,225	5,200	12,426	1,447	1,963
Hay.....tons.	176,416	1,414,109	47,748	378,946	101,982	715,594
Hides, horns, and pelts.		1,408,940		6,421		1,394,236
Honey.....pounds.	17,261	781	14,821	547	2,440	234
Hops.....do.	71,780	15,710	55,820	11,534		
Lard.....do.	196,970	11,215	190,128	10,667	2,100	174
Meats:						
Bacon.....do.	132,176,688	12,471,509	132,166,051	12,469,209	9,354	1,285
Beef.....do.	2,847,180	220,389	2,548,658	208,339	59,179	8,064
Hams.....do.	2,856,136	286,516	2,798,078	279,966	1,305	194

Exports of agricultural products for the year ended June 30, 1900—Continued.

Articles.	Exports, the produce of Canada.					
	Total.		To Great Britain.		To United States.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Meats—Continued.						
Mutton.....pounds..	42,750	\$3,085	5,965	\$444	14,478	\$1,361
Canned.....do.....	2,879,897	809,148	2,189,207	235,284	34,798	4,464
All other.....do.....	1,424,829	68,894	1,269,926	43,416	89,598	12,946
Pork.....do.....	1,109,560	45,009	668,859	21,886	9,659	582
Poultry and game dressed and undressed.....		211,181		204,798		2,408
Seed, flax.....bushels..	801	342			801	842
Seeds:						
Clover.....do.....	48,818	267,975	27,788	187,218	2,962	18,470
Grass.....do.....	54,565	49,298	1,687	1,611	47,576	48,729
Tallow.....pounds..	1,488,648	70,665	1,242,250	59,567		
Vegetables:						
Potatoes.....bushels..	680,520	380,281	954	892	44,064	17,415
Turnips.....do.....	1,055,817	116,444			1,045,190	115,212
Other.....do.....		57,818		27,570		16,808
Wool.....pounds..	2,181,047	418,119	241,062	48,129	1,938,627	868,721
All other articles.....		459,248		42,866		888,921
Total, 1900.....		81,858,450		70,078,495		7,067,172
1899.....		68,140,758		58,867,282		5,867,978
1898.....		76,894,858		66,227,928		5,064,858
1897.....		56,538,592		45,825,601		7,090,647

SUGAR BEET.

The farmers in this part of Ontario are seriously contemplating engaging in the sugar-beet industry. It has been established by experiments and by an analysis of the different soils that this part of the Province is well adapted to the cultivation of the sugar beet. An effort is now being made to organize a company in this city for the manufacture of sugar, and many of the farmers are preparing to engage in the industry.

TOBACCO.

The tobacco industry in this Province is again receiving considerable attention. The acreage last year was 2,477, with an output of 2,854,900 pounds. In this connection, I quote from a local newspaper:

London continues to advance as a center for the manufacture of cigars. There are under the supervision of the officials of this port now no fewer than 20 cigar factories. Last year, they worked up 464,124 pounds of tobacco into 28,476,910 cigars, and paid a total duty of \$115,600.44. More than one-fourth the total quantity of cigars produced in the Dominion are the work of the cigar makers of London. The returns show that no other city in the Dominion, except Montreal, has as large a cigar-manufacturing industry as London.

EXPORTS AND IMPORTS.

The trade with the United States remains about the same as shown in my last annual report, the leading articles of import being iron, steel, metals and manufactures thereof, coal, wool and manufactures thereof, cotton and manufactures thereof, hats and caps, silks, sugars, tobacco, tea, seeds, corn, dried, and tropical fruits, glass, leather, etc.

HENRY S. CULVER, *Consul.*

LONDON, *November 23, 1901.*

NIAGARA FALLS.

The imports into this consular district from the United States for the six months ended July 1, 1901, amounted to \$478,607. The exports to the United States during the same period were valued at \$132,221.26, leaving a balance of \$346,485.74 in favor of the United States.

The principal imports consisted of coal, electrical supplies, iron, leather, oils, silks, sugar, woodenware, books, braces, cement, drugs, fruit, gold and silver, musical instruments, salt, and webbing.

DEVELOPMENT OF NIAGARA FALLS WATER POWER.

Trade with the United States is constantly increasing, and as the Niagara frontier promises soon to be the principal manufacturing district in Canada, its development will be worthy of careful study. The basis of growth heretofore has been the Welland canal and the cheap water power which it has provided. This will now be supplemented by cheap electric power, which will be available at Niagara Falls, Canada, within two years. The Niagara Falls Power Company of Canada, a branch of the Niagara Falls Power Company of New York, is pushing the construction of its Canadian plant night and day. Five dynamos of 10,000 horsepower each will be installed. These dynamos will be the largest ever constructed. The largest dynamos now in use at the power plant at Niagara Falls, N.Y., are of 5,000 horsepower, but it has been decided that dynamos of 10,000 horsepower are practicable and will bring about a saving in cost of equipment. The franchise of the Canadian power company provides for the ultimate development of 200,000 horsepower. The expenditures so far authorized approximate \$2,000,000.

MANUFACTORIES.

With the Welland Canal but 8 miles distant and with the principal railroads of Canada centering at Niagara Falls, it is evident that manufacturers will give the many advantages offered careful consideration. A number of branch manufactories from the United States are already established on the Niagara Peninsula, and more are getting ready to locate there.

The principal manufactured products at the present time are wood pulp, paper, bicycles, carborundum, silver-plated ware, farm implements, horsehair, brass bedsteads, suspenders and neckwear, patent medicines, and metal goods.

While Canada's growth in manufactures has been satisfactory in the main, some unexpected discoveries have been made in certain lines. Industries that meet with marked success in the United States fail utterly in Canada, with a population of less than 6,000,000. This is particularly true of products in which many different designs must be provided. Ambitious efforts have been made, for instance, to establish Canadian woolen mills. There was a multiplicity of orders, but they were small, and so many different designs were demanded to meet the competition of American makes that it was impossible to operate the mills at a profit. If the trade had been satisfied with a narrow range of designs, the mills would have proved successful. As it is, the

Cornwall Manufacturing Company, one of the largest woolen mills in the Dominion of Canada, has decided to close down as soon as possible.

POSTAL NOTES.

As several large firms in the United States make a specialty of mail orders, it will interest them to learn that, within the past year, the Canadian postal authorities have arranged with the United States Government to cash their postal notes just as if the notes were to be paid in the Dominion itself. Canada renders a similar service to the United States.

HARLAN W. BRUSH, *Consul*.

NIAGARA FALLS, *December 6, 1901.*

ORILLIA.

Industrial and commercial conditions in this district are in a most prosperous condition. The lumbermen are slightly curtailing the cut as compared with the previous season, in order to maintain present prices of lumber. New mines are being opened up in the mineral belt, and at the present rate of development, mining will soon be second to no other industry in the district. No pulp is manufactured as yet, but next summer will see two or more large mills in operation. Agricultural and grazing interests are in a flourishing condition in the sections adapted to these pursuits. Numerous short lines of railway have been projected. The telegraph and telephone service is excellent. Work on the Trent Valley Canal is not progressing very rapidly, and no reliable estimate is obtainable as to the date of its completion. The number of visitors to the Muskoka district and other lake resorts in the district was in excess of last year's record.

Following is a more extended account of the principal interests of the district:

LUMBER.

The cut was approximately 400,000,000 feet for the winter of 1901. About 230,000,000 feet of this amount is being or has been sawn within this district. Prices for white pine are firm and about the same as last year, ranging from \$5.50 and \$6 per thousand for dead culls to \$37.50 per thousand for prime No. 1 cuts, f. o. b. cars at shipping points. Hemlock, birch, elm, ash, and oak lumber are manufactured in considerable quantities; also pine and cedar shingles, laths, staves, and pickets.

MINING.

Mining is yet in its infancy in this district, but apparently there is a great future for the mineral belt between the Great Lakes and James Bay. The Canadian Copper Company, the Oxford Copper Company, and the Ontario Smelting Company are operating at Sudbury and Copper Cliff. Copper and nickel to the value of more than \$1,000,000 were exported from the Sudbury mines to the United States last year. Hundreds of men are continually prospecting, and many valuable properties have been located, but which are at present inaccessible from lack of railway connection. The Victoria mines, a few miles west of Sudbury, owned by Ludwig Mond, of London, England, are in full

operation. The product is exported to England. These mines are said to be among the most valuable nickel and copper deposits yet discovered in Canada. The North Shore and Manitoulin Railway and the Algoma Central Railway (both new roads) traverse sections of this mineral belt.

RAILWAYS.

The Grand Trunk Railway gives admirable service for both passengers and freight to nearly all points in the district south of North Bay. At Scotia Junction, 82 miles north of Orillia, this road connects with the Canadian Atlantic west for Parry Sound and east for Ottawa, Montreal, and intermediate points. At North Bay, connection is made with the Canadian Pacific Railway for the Pacific coast.

The Manitoulin and North Shore Railway, now in process of construction, will join Manitoulin Island with the mainland; thence running from the north shore of the Georgian Bay, traversing a valuable mineral belt, will connect with the Canadian Pacific Railway at Sudbury.

The Algoma Central Railroad has for its objective northern terminus Moose Factory, on the Hudson Bay. At present, 50 miles have been completed and are in operation between Sault Ste. Marie and the Chippewa River, nearly due north of Sault Ste. Marie. This section of the country is rapidly being opened up and its resources developed.

The proposed North Bay and James Bay Railway has been surveyed and there are indications that construction will begin next year. Should this road be built, it would reach a pine belt containing millions of feet of splendid white pine as well as valuable mining properties.

Several short lines in the mineral region are also projected, some of which will be constructed in the near future.

CANALS.

As above mentioned, work on the Trent Valley Canal is not progressing very rapidly, although contractors are operating at several points along the route.

The route for the proposed Georgian Bay Canal begins at French River, on the Georgian Bay, runs up that river to Lake Nipissing, across Nipissing to North Bay, thence east through several small lakes to the Mattawa River, down that river to its junction with the Ottawa, and down the Ottawa River to Montreal. Its length will be 430 miles and the estimated cost \$68,000,000.

AGRICULTURE AND FARM PRODUCE.

Much of this part of Ontario is barren and rocky, but in certain sections, the country is very rich and fertile. Butter, eggs, and poultry are exported to England, and cattle and sheep to the United States. Modern farming implements meet with a ready sale, and about 80 per cent of the total is of American manufacture.

MANUFACTURES.

Lumber is by far the most important item under this head. There are thirty large mills in the district and many small ones, producing square timber, lumber, deals, boards, laths, shingles, staves, headings,

pickets, boxes, hoops, etc. White pine, red pine, spruce, hemlock, ash, elm, oak, birch, and cedar are found in abundance.

A large carriage factory in Orillia manufactures 7,000 vehicles annually and employs 130 to 150 men.

WOOD PULP.

Litigation in connection with the Imperial Paper Mills and Sturgeon Falls has not yet been settled, but a decision is expected at any time. When this occurs, the mills will be completed and the manufacture of pulp and paper begun on a large scale. Much of the machinery was imported from the United States and has been at the plant for two years.

The Spanish River Pulp and Paper Company is erecting a large pulp mill at Webbwood. An American firm has the contract, and by July 1, 1901, the concern expects to be manufacturing 100 tons of pulp a day.

EXPORTS.

Lumber is the leading export and goes to the United States principally, although it is exported to England, Cuba, and South America.

Nickel and nickel matte are nearly all exported to the United States for refining.

Other exports are raw furs, gluestock (hide scraps), cattle, and sheep to the United States, and eggs, poultry, butter, and cheese to England. The values of the principal exports are: Lumber, \$197,828.15; shingles, \$19,044.95; hides, \$11,629.10; hide scrap and skivings (gluestock), \$5,555.43; lambs, \$4,118.50; cattle hair, \$3,213.23; cattle, \$3,164; emigrants' effects, \$2,372; raw furs, \$1,940.90; laths, \$1,795.41.

IMPORTS.

It is nearly impossible to secure accurate figures as to the imports, as the customs office in Orillia is under the head office at Toronto. There are three other subcollectors' offices in the district, at Midland, North Bay, and Sudbury. Approximately, the principal imports from the United States for the last fiscal year were as follows:

Sawmill, farming, and pulp machinery, from \$30,000 to \$40,000; coal, \$100,000; agricultural implements, \$20,000; hides, \$8,000; sugar, \$10,000; patent medicines, \$15,000; shoes, \$5,000; watches, clocks, etc., \$15,000; cut glass and jewelry, \$15,000.

In addition to the above, extracts for dyeing hides, carriage-factory machinery, leather for carriage tops, hand tools and lathes, saws, axes, and carpenters' tools, cameras and photographers' supplies, umbrellas, belting, candles, and cement are imported. The Toronto wholesalers sell dealers in this district thousands of dollars' worth of American goods annually which do not pass through the Orillia customs office.

I am firmly convinced that experienced commercial travelers, representing United States manufacturers, with regularly established routes, would increase very largely the sale of American goods in this district. I have advocated this before, and the experience of traveling salesmen now in this vicinity confirms my belief. This district is at present most prosperous; money is plentiful, and the mining interests are bound to be developed enormously in the immediate future. Many of the

men owning claims are Americans, a much larger number are employed developing them, and when obtainable, they prefer American manufactures.

Careful attention should be given to packing and prompt delivery of goods. When these points are observed, I have no doubt results will be eminently satisfactory.

E. A. WAKEFIELD, *Consul.*

ORILLIA, *October 31, 1901.*

ST. THOMAS.

EXPORTS.

The value of exports from this district to the United States for the year 1900, as indicated by consular invoice certificates, amounted to \$739,593.69, and for the first six months of 1901, \$217,827.70.

IMPORTS.

As was the case last year, the collector of customs for this district is unable to furnish data on imports. These statistics are now compiled at Ottawa and published only in the aggregate for the Dominion.

TRADE RELATIONS WITH THE UNITED STATES.

In a recent analysis of present commercial conditions between Canada and the United States, Mr. John Charlton, M. P., one of the ablest Canadian statesmen, had much to say bearing on the obstacles interposed by our tariff to increased trade relations. At this time, when the policy of reciprocity has forged itself to the front in the United States as a paramount question, I deem it apropos to quote some of his important utterances and statistics as evidencing the attitude of representative Canadians. He says:

Their geographical position (the United States and Canada) each to the other, and the trend of natural relations, draw irresistibly toward close commercial relations. That there should be interchange of productions of vast volume between the two countries may be deemed in accord with the law of nature. Natural tendencies have, however, been thwarted and dwarfed by thirty-four years of repressive fiscal legislation, for since the abrogation of the reciprocity treaty of 1866, the tariff of the United States seems to have been designed for the purpose of discouraging and destroying Canadian trade. Canada's policy toward the United States during the period has been a moderate and reasonable one, and at the present time, Canadian duties upon total imports from the United States are only one-half in percentage those levied by the American Government upon Canadian products. This has been the character of the tariff of the two countries for a generation. The result of this marked disparity in the character of the tariff of the two countries has led to the establishment of trade relations of the most unsatisfactory character, as toward Canada, by the United States.

Our total imports from the United States last year were \$119,306,000; the previous year they were \$116,972,000. Last year, our imports from Great Britain were \$43,164,000, or but little more than one-third the amount of the imports from the United States. Our total exports to the United States last year were \$70,000,000, but this included in round numbers probably \$25,000,000 in coin, bullion, gold-bearing quartz, nuggets, and silver concentrations, and making a further deduction for our exports of foreign domestic products of \$2,423,000, our net exports of domestic products to the United States without precious metals was less than \$44,000,000. While our exports presented this unfavorable aspect, the total exports to Great Britain were \$105,323,000, or two and a half times as much as our total import from that country. The United States possesses great manufacturing centers and

great aggregations of population in cities, and should naturally furnish Canada with an extensive market for farm products; but our exports of farm products to that country last year were two and a half times less than the imports of farm products from that country. We purchased from the United States of free corn last year within a half million of the total value of farm products exported to that country from Canada.

It is too early to make an analysis of our trade returns from the United States for the fiscal year just ended. For the previous year, our import of manufactures was \$63,000,000 from the United States and \$38,000,000 from Great Britain, and it is not improbable that the imports of manufactures from the United States are still greater this year. While this volume of the productions of American labor is purchased by us, the producer of food in Canada is prevented by a nearly prohibitory tariff from selling food products to the operatives in the United States who produce the goods he purchases. Our free imports from the United States last year were \$56,884,000, or 75 per cent of our total free imports from the world. Of this free list, no less than \$30,000,000, in round numbers, was composed of manufactures, lumber, and Indian corn. Our free list for entry into the United States, aside from the precious metals, was practically nil. These figures convey the information that our trade relations with the United States are upon an unsatisfactory footing, and the policy which gives the United States easy access to our market, and is met by a policy which excludes our natural products from that country, is one which requires modification. * * * The adoption of the American scale of duties for the purpose of securing the manufacture in our own country of the enormous amount of manufactures we now import from that country would be a pertinent and proper answer to the refusal on the part of the United States to grant an adequate modification of their own trade policy toward us. If such refusal is given, the adoption of the course indicated would be something higher than protection. It might properly be termed self-protection. The adoption of this policy would give employment to Canadian labor and capital, and would turn the flow of population from the United States to our own country.

The Toronto Globe, the leading Dominion and provincial government organ in Ontario, in addition to publishing Mr. Charlton's address in full, emphasizes his attitude by devoting a column editorial three days later to an analysis and commendation of the same. In another recent issue, the Globe, discussing the same subject, says editorially:

The surest ground to take is that of the encouragement of Canadian industry, and of the arrangement of our own tariff with that end. * * * If Great Britain is wedded to free trade, if the United States is wedded to high protection, we have no right to complain of their course; we must simply adopt that course which is best for our own interests.

This is but an epitome of the attitude of statesmen and press alike on the question of freer and fairer trade with the United States on the one hand, and protection, the upbuilding of home manufactures, and consequent encouragement of immigration, on the other. The preponderance of sentiment, however, is favorable to the former policy, and early action on our part looking toward the adoption of a maximum and minimum tariff between the United States and Canada would, in my opinion, have the immediate effect of discouraging the advocates of reprisal measures in the shape of the adoption of a high protective tariff by Canada, and would give the trade of the United States a still stronger foothold in this colony.

In reference to the effect of the Canadian preferential tariff on imports from Great Britain, Mr. T. A. Russell, secretary of the Canadian Manufacturers' Association, published an analysis of the woolen trade on September 30, 1901, in which he submits the following deductions as indisputable facts:

1. The woolen imports have increased in value during the four years of the preferential tariff about \$2,670,303.
2. Woolen machinery capable of producing \$2,750,000 worth of woolen goods has ceased to operate, and has thrown a corresponding number of men out of employment.
3. The imports of woolen goods increased 14½ per cent in 1901 over the year 1900 as a result of the increase in the preferential tariff from 25 to 33½ per cent.

Mr. Russell adds that it is not the desire of the woolen manufacturers to parade the difficulties of their situation before the public or for the scrutiny of their keen foreign competitors. "Surely it is not necessary for this industry," says Mr. Russell, "to show that the whole of its trade is being swept away in order that they may receive just consideration at the hands of the government of the country."

IMPORTS FROM THE UNITED STATES.

In regard to imports from the United States into this district, while I am unable to procure statistics, I am assured by merchants that our manufactures of boots, shoes, cutlery, cotton goods, hats, caps, gentlemen's furnishing goods and notions, granite ware, hardware; oils, paints, and varnishes; moldings, picture frames, and wall paper; millinery, mantles, and dress goods; bicycles and typewriters, and farm machinery and implements are holding their own, and in some instances, such as fine shoes, cutlery, jewelry, bric-a-brac and notions, bicycles and typewriters, and moldings, picture frames, and wall paper, they receive the preference.

SUGAR BEETS.

Very satisfactory experiments in growing sugar beets have been made in portions of this district during the past year. The product is now being shipped to Michigan refineries. It is contemplated establishing a refinery at London, Ontario, which will be in operation next season. The sugar beets shipped to Michigan bring \$3 per ton on board cars.

BROOM CORN.

I understand an effort will also be made next season to grow broom corn in this district. A broom and brush factory employing about one hundred operatives will erect buildings here this fall and operate on an extensive scale. The company's plant is at present located at Norwich, Ontario, but, owing to inadequate railroad facilities, is being abandoned. The broom corn for this factory has heretofore been purchased in Illinois. The output is not only marketed in Canada, but is being exported to Europe and Australia.

PETROLEUM.

Oil has recently been struck both east and west of St. Thomas, and further prospecting is in progress.

In conclusion, I may say that, so far as in its power, the Ontario government will continue to bend its energies toward developing the primeval and unsettled portions of old and new Ontario, as well as encouraging and fostering home manufactures and industries.

N. J. BURKE, *Consul*.

ST. THOMAS, *October 31, 1901.*

Statement showing the declared value of exports from St. Thomas, Ontario, to the United States during the year ended December 31, 1900.

Articles.	Value.	Articles.	Value.
Beans	\$65,481.54	Lumber	\$2,519.00
Bran	17,116.22	Machinery	1,106.20
Basswood	208.50	Patterns	160.62
Cattle	26,704.00	Pipe, iron	111.35
Calves	2,769.00	Rails, old steel	156,576.43
Calfskins	5,642.55	Returned goods	111,289.92
Feed, mill	151.40	Staves	30,264.80
Fish, fresh	4,295.48	Steel, scrap	129,796.35
Flax	7,447.70	Tar, coal	148.50
Fowls	1,000.00	Wool	1,583.60
Hay	177.20		
Horses	2,042.00	Total	652,158.25
Hogs	96.00	Exports from Courtright agency	
Household goods	9,667.00	same period	87,440.44
Iron, scrap	902.24		
Lambs	74,895.25		739,598.69

Statement showing the declared value of exports from St. Thomas, Ontario, to the United States during the half year ended June 30, 1901.

Articles.	Value.	Articles.	Value.
Animals, breeding	\$200.00	Rails, old steel	\$21,666.66
Beans	35,713.05	Rails, new steel	2,614.85
Bran	2,303.50	Scenery	3,000.00
Calves	9,883.00	Staves	6,540.50
Cattle	2,918.00	Steel, scrap	1,621.37
Calfskins	5,633.51	Timber	979.80
Household goods	4,064.00	Miscellaneous	1,030.00
Horses	6,288.50		
Iron, scrap	567.37	Total	201,241.26
Lambs	7,097.50	Exports from Courtright agency	
Lumber	815.90	same period	16,596.44
Onions	227.69		
Returned goods	88,135.94		217,827.70

SAULT STE. MARIE.

This consular district made great commercial and industrial progress during the fiscal year ended June 30, 1901.

The Consolidated Lake Superior Power Company has contributed largely to this increase in prosperity. This corporation is capitalized at \$117,000,000, and includes the following companies: Algoma Central and Hudson Bay Railway, Manitoulin and Northern Railway, The Lake Superior Power Company, The Ontario Lake Superior Power Company, Nickel Steel Works, Sault Ste. Marie Pulp and Paper Company, Tagona Water and Light Company, Canadian Electro-Chemical Company, Algoma Iron Works, and others. It will operate railroads, steamship lines, steel mills, iron furnaces, pulp mills, tube mills, chemical works, smelting works for refining nickel, copper, and other ores, mines, street railways, and brick works, and will furnish water and light for this city. Mr. F. H. Clergue, formerly of Bangor, Me., is the originator of these enterprises and is still at the head of the various companies.

The first venture was the purchase, about six years ago, of an unfinished canal, which had been built by the citizens of Sault Ste. Marie for utilizing the water power of St. Marys Falls. This canal was completed and developed from fifteen to twenty thousand horsepower. A mill was then built for the manufacture of wood pulp, with a capacity

of about 100 tons daily. Later, the daily output was increased to 150 tons. Other mills and enterprises closely followed. The steel mills and iron furnaces are expected to have a capacity of about 600 tons each per day.

Large commercial and ore docks have been constructed at Michipicoton Harbor and Sault Ste. Marie, and a second canal, which is expected to develop 40,000 horsepower, is under way.

RAILWAYS.

The Manitoulin and Northern Railway, one of the roads being built by the Consolidated Lake Superior Power Company, is to run from Wiarton, in the western part of Ontario, northerly across Manitoulin Island to the Sudbury nickel district, thence westerly to connect with the Algoma Central and Hudson Bay Railway. It will be over 300 miles long when completed, and will require a ferry transfer from the mainland to the south side of Manitoulin Island (about 15 miles). The northern part of the island will be connected with the mainland by two bridges across narrow channels. The road will shorten by from 75 to 200 miles the distance by rail from this district and points north and west to Toronto and southwestern Ontario. The route westward from Sudbury will run for about 150 miles through an uninhabited or sparsely settled district, throughout all of which are found outcroppings of iron, copper, galena, and other valuable ores. It is thought that the mineral deposits along this part of the line, on the land that was received by the company as a subsidy from the Ontario government, will eventually prove very valuable. The road will also open up a large amount of pine, spruce, and other timber not now available for market.

The Algoma Central and Hudson Bay Railway Company has completed and is using about 50 miles of road. Twenty miles of the Michipicoton branch have also been finished and placed in operation. The country traversed by these two lines, as far as the Canadian Pacific Railway, is very rough and hilly and generally not favorable for agriculture, but it abounds in minerals. Several large bodies of iron ore have been located, one of which, the "Helen" mine, is now shipping perhaps 1,000 tons of ore daily. Copper and other mines are also being developed.

The principal timber of merchantable value on this road is pine and spruce. Much has been said of the hard woods that will be opened up to commerce, but judging from the best information obtainable, they will not be of great commercial value. There is no elm, and the "birds-eye" and other maples are generally small, knotty, and black-hearted. There is some birch, but it is rather small and short-bodied and is limited in quantity. It is the intention of the Consolidated Lake Superior Power Company to use charcoal principally in the manufacture of iron in the new furnaces now building, and it is probable that this timber, except the pine and spruce, will be of more value for charcoal than for lumber. With this end in view, contracts have been let for cutting cord wood for charcoal, which, I understand, call for 300 cords per day and run for three years. The intention is to save all the by-products of the wood.

The line north of the Canadian Pacific Railway to Hudson Bay will run through a country that has hardly been explored, and very little

is known of its resources. It is known, however, that a heavy belt of spruce lies just south of Hudson Bay, and it is probable that this will be the principal merchantable timber. It is said that this region is underlaid with minerals and that there is a large amount of arable land.

MINING.

Great activity has continued in mining in this district during the year just ended. The Helen iron mine, situated on the Algoma Central Railway, has developed a capacity of about 1,500 tons per day. Twenty-eight thousand one hundred and four tons of ore were shipped from this mine to the United States in the last half of the year ended June 30, 1901, and 100,938 tons during the first three months of the present fiscal year. Two other iron mines on the above-mentioned railroad are being rapidly developed, and are expected to be ready to commence shipments this fall. Each of these mines shows large bodies of ore which are said to be higher in percentage of iron than the Helen mine.

Many copper mines have been opened up and are being rapidly developed. One of these, the Rock Lake mine, is down to the fourth level, something over 400 feet deep, has a concentrate plant in operation, and has just began to ship concentrates to the United States for refining. This mine is said to have an average width of about 25 feet for over a mile, and to run from 2 to 7 per cent of copper to the raw ton of ore, with a probable average of about 4 per cent. Several other copper mines have shown large bodies of very rich ore, and will probably commence shipping during the coming year. The development of copper mining has proceeded far enough in this district to warrant the statement that some of the mines will probably prove to be among the most valuable on the continent.

Nickel mines are increasing in number and capacity, and new reduction works, that reduce the matte to 80 per cent pure in place of 40 per cent, as before, have been installed. The value of the nickel mined in this district during the calendar year 1899 was \$526,104. In 1900, it was \$756,626, an increase of \$230,522. The value for the first three months of the year 1901 was \$190,858. Several carloads of silver-lead or galena ore were recently shipped from this district to Chicago smelters for refining.

LUMBER.

Lumbering interests have kept pace with other industries. During the fiscal year 1901, the value of the lumber shipped from this district to the United States was \$937,245, against \$508,814 during the year ended June 30, 1900, an increase of \$428,431. During the first three months of the present year, there has been shipped lumber to the value of \$478,514, the largest shipment for any quarter in the history of this office.

The increase in the manufacture of lumber is caused principally by the prohibition by the government of Ontario of the shipment out of the Dominion of saw logs taken from Crown and Indian lands. Since that act has been in effect, there has been a number of large sawmills built, and old mills, long idle, have been repaired and enlarged. All are running at full capacity. There are still a few

saw logs shipped to the United States, but this shipment has steadily declined and will finally stop entirely. The following table shows the decrease in the shipment of saw logs and the increase in the shipment of lumber for the years given:

Year.	Saw logs.	Lumber.
1898	\$1,505,116	\$188,467
1899	655,774	278,616
1900	324,843	508,814
1901	240,811	978,245

Following is a statement of the shipment of pulp wood and ground wood pulp to the United States for the years given:

Year.	Pulp wood.	Pulp (ground wood).
1897	\$179,964	\$84,814
1898	181,129	102,437
1899	155,554	145,694
1900	184,359	258,258
1901	108,623	64,507

The Ontario government has prohibited the shipment of pulp wood taken from Crown lands, but this law did not take effect until 1901. The act has recently been extended to cover Indian lands also, and the probability is that there will be very little exported next year.

It will be noticed that the shipment of ground wood pulp for the year just ended was small. This can be accounted for by the overproduction and low prices in the United States, as compared with foreign markets. A new mill for the manufacture of ground wood pulp, with an estimated capacity of 100 tons per day, is being built at Spanish River, a few miles east of here, and shipments to the United States will probably be considerably larger during the coming year.

WAGES AND COST OF LIVING.

Labor is by no means as plentiful as one might expect, and its cost is high. The scarcity may be accounted for by the comparatively small and widely scattered population to draw from. Laborers from the United States do not seem inclined to come to this part of Canada. The commonest of labor, largely Italian, costs \$1.75 per day, and even at that price is insufficient to fill the demand. Higher classes of labor, such as bookkeeping, clerking, etc., are in full supply, and receive no more, if as much, salary as in the United States.

The expense of living here is greater than in the central part of the United States. The cold winters require more heavy and costly clothing, and the necessities are dearer. Ready-made clothing, knitted underwear, hats and caps, boots and shoes, furniture, fruits, tobaccos, and many other articles cost on an average, I should say, from 20 to 25 per cent more, and as a rule are not of as good material or as well made as in the United States. From observation, I should say that a laborer can live better and more comfortably in the United States on \$1.25 per day than he can here on \$1.75.

UNITED STATES TRADE.

The following will show the exports to the United States from this district for the fiscal years given:

Articles.	1900.	1901.
Lumber	\$508,814.92	\$973,245.75
Logs	324,844.28	240,811.06
Pulp wood	184,598.00	108,623.50
Pulp (ground wood)	253,253.58	64,507.37
Iron ore		79,310.66
Fish	26,697.23	26,965.57
United States goods returned	6,342.80	104,122.87
All other	56,646.59	56,025.65
Total exports	1,860,692.40	1,653,612.43

I can not give a detailed statement of the imports into this customs district from the United States, for the reason that all statistics are now compiled at Ottawa; but I have been informed by the commissioner of customs that the total value of imports into this district for the fiscal year 1901 was \$2,216,701, and the exports \$1,984,652.

GEO. W. SHOTTS,
Commercial Agent.

SAULT STE. MARIE, *October 16, 1901.*

SHERBROOKE.

Sherbrooke is the center of a fine agricultural district, and commands the trade from all the surrounding country. It has a population, according to the census taken in the summer of 1901, of 11,765. It has magnificent water powers on the Magog and St. Francis rivers, large portions of which are still unused.

TRADE.

The trade of this city during the past year has been good, and shows an increase in most lines. Several new industries have been located here, an opera house has been built, and a new court-house and city hall are about to be erected. A spirit of municipal improvement seems to be prevalent, which has already accomplished much for the betterment of the city.

The declared exports from this consulate for the year ended June 30, 1901, amounted to \$625,609.69, and are shown in the following table:

American goods returned ...	\$25,644.22	Copper cement	198.75
Animals:		Copper rollers	200.00
Cattle	4,714.50	Effects, personal	10,020.50
Horses	8,170.00	Hay	848.06
Sheep	75,042.00	Hides (G. S. cattle)	3,288.42
Asbestos	341,541.25	Iron (old)	100.00
Blue billey	1.00	Lumber (manufactured):	
Bisulphate soda	60.11	Ash boards	726.50
Chrome iron ore	224.00	Birch boards	135.00
Chrome ore	15,755.00	Cedar ties	\$1,803.72
Chrome sand	2,640.00	Clapboards	13,371.73

Lumber, etc.—Continued.		Scrap brass wire cloth	\$270. 20
Hemlock ties	\$436. 94	Scrap platinum	1, 832. 82
Piles	511. 20	Sulphuric acid	11. 09
Spruce boards	640. 00	Sulphur ore	42, 774. 15
Lumber (rough)	9, 072. 35	Telegraph poles	480. 00
Machinery	220. 00	Team of immigrant	48. 00
Matte copper	35, 201. 54	Woolen tweeds	4, 091. 88
Mercury, fulminate of	24, 625. 56		
Nitric acid (impure)	913. 20	Total	625, 609. 69

The declared exports from the consular agency at Cookshire for the year ended June 30, 1901, amounted to \$241,922.98, and are shown below:

Animals—		Wood, and manufactures of:	
Cattle	\$6, 849. 00	Clapboards	\$25, 338. 40
Sheep	32, 323. 20	Hemlock bark	441. 00
Buggy	30. 00	Logs	120. 00
Fur skins	195. 25	Lumber	44, 465. 77
Hay	1, 078. 89	Pulpwood	93, 646. 60
Household goods	1, 100. 00	Ship knees	296. 25
Maple sugar	9. 00	Wood pulp, unbleached ..	36, 019. 62
Returned American goods	10. 00		
		Total	241, 922. 98

The declared exports from the consular agency at Megantic for the year ended June 30, 1901, amounted to \$82,545.98, and are shown in the following table:

Beef	\$1, 111. 65	Shingles (cedar)	\$2, 695. 50
Butter tub bolts	150. 00	Ship knees, wood	748. 50
Clapboards	6, 556. 00	Ties (cedar)	554. 90
Hay	4, 781. 52	Sheep under one year old ..	12, 622. 50
Laths	375. 50	Straw	131. 42
Lumber	33, 208. 85	Household goods	395. 00
Pulp	8, 048. 89		
Pulpwood	11, 165. 75	Total	82, 545. 98

The total imports entered at this port for the year ended June 30, 1901, amounted to \$1,016,360, of which about \$700,000 came from the United States.

WAGES.

There has been an increase of about 25 per cent in the price paid for some kinds of labor during the year. The rates are:

Occupation.	Compensation.
Laborers, per day	\$1. 25 to \$2. 00
Domestic servants, per month	8. 00 to 12. 00
Mechanics, per day	2. 00 to 3. 50
Clerks, bookkeepers, per month	30. 00 to 75. 00

TRANSPORTATION.

Excellent transportation facilities are furnished this district by the Boston and Maine Railroad, the Quebec Central Railway, the Grand Trunk Railway, and the Canadian Pacific Railway, all of which enter this city. Freight and passenger rates are low, and compare favorably with those in the Eastern States.

COMMERCIAL LICENSES.—EXCHANGE.

No commercial licenses are required.

The rate of exchange is one-eighth of 1 per cent. United States money passes at par with Canadian currency.

MINES.

Large mining industries are located in this district. The Eustis and Capelton copper mines were regularly worked during the year, employing 270 men. The wages amounted to \$70,000. The Ascot mine is about to be reopened and developed by an American syndicate. The asbestos mines at Thetford, Black Lake, and Danville have been very successful during the past year. First-class crude asbestos, which was selling last season at \$100 to \$110 per ton, reached \$180 to \$200, the second-class \$80 to \$100, the fiber \$30 to \$40, and other classes in proportion.

The demand was greatly increased, necessitating the employment of more men and an enlargement of the mills. Many old mines were reopened, and the price of labor in the mines has increased 25 per cent in the year.

The output of asbestos for the year was:

Class.	Tons.	Value.
First-class crude	1,755	\$210,250
Second-class crude	3,490	182,640
Fiber	16,368	326,626
Total.....	21,613	719,416

Over 1,000 hands were employed, and a total of \$266,000 paid in wages. The above statistics have been gathered from the Annual Mining Bulletin, issued from the provincial department of colonization and mines, and edited by Mr. J. Obalski.

LUMBER.

The lumber trade has been in a prosperous condition; good prices for all kinds have prevailed, and the export to the United States has been heavy. The quantity of pulp wood exported to the United States has increased considerably during the past year.

UNITED STATES GOODS.

The sale of many of our goods is increasing in the Province. This is true of all kinds of farming implements and machinery. The report of one company dealing in these articles shows an increase in sales over last year of 33 per cent in this section. This has been brought about through the efforts of representatives on the ground. The only way to succeed in introducing American products is to employ competent men to cover the territory and get the goods on the market.

PAUL LANG, *Consul.*

SHERBROOKE, *October 16, 1901.*

STRATFORD.

In view of the fact that statistics from the local Canadian customs offices are obtainable only at Ottawa, I shall confine myself to a general statement of conditions.

The exports to the United States from this consulate for the year ended June 30, 1901, were \$12,684.67 less than in the preceding year. The emigration to the United States from here is, however, constantly on the increase. During the fiscal year, 125 emigrant certificates were issued, and the value of emigrant effects amounted to \$13,203.81. Most of the emigrants are young men who seek a broader field and better opportunities. They are the best and most progressive inhabitants, but their sphere is limited here, and they go where they can better their condition.

Strictly speaking, this consular district is very largely agricultural, dairying being one of the principal sources of income. The western part of the peninsula is dotted with cheese and butter factories. The surplus butter and cheese are nearly all exported to England. Ontario has made great progress in this industry during the past ten years, and much of its success can be attributed to the intelligence that has been applied to the manufacture of both articles. The dairy conventions held annually are valuable in educating the farmer. It has been the constant aim of the speakers to arouse the farmers to the necessity of cleanliness in the barn and dairy. The good packing of both cheese and butter assists the sale of Canadian products in Europe, and the exporter is using every modern device in order to land the products on the other side of the ocean as fresh as possible.

NEED OF ELECTRIC ROADS.

Stratford is a city of 11,000 people. It is the county seat of Perth, and is surrounded by the finest farming country in western Ontario, but it has no electric railways. The population of the county is 60,000. The towns of St. Marys, Mitchell, and New Hamburg are 12 miles distant in different directions, and each contains about 4,000 population. Between these are many smaller towns, and the roads connecting them with the county seat are highways made of natural gravel, as level as a floor, upon which electric roads could be built at a minimum cost. It is true that all the places mentioned have steam roads and very good accommodations, but, in my judgment, the time is near at hand when better traveling facilities will be demanded by the people in the way of trolley roads.

BEET SUGAR.

Another industry in which capital may find a field for investment is beet-sugar manufacture. The soil and climate throughout Ontario are all that could be desired for root crops. Beets are not a new product here. Many acres are raised by every farmer for his cattle, but the sugar beet is almost unknown. A Montreal syndicate is now erecting a factory for the manufacture of beet sugar at Wiarton, with a capacity of 700 tons a day. The contract price is \$350,000. Where the structural steel and the expensive machinery for the plant are to be made I do not know. If this proves to be a success, other plants will be established in the Province and will create an opening for United States steel and machinery.

PEAT.

The undeveloped peat beds, covering thousands of acres, will be another source of wealth when developed. All that is needed is capital to put the manufacture of peat fuel upon a paying basis. This fuel will, in the near future, compete with coal and wood. Experiments in the manufacture have proven that the machinery required must be of an extraordinarily heavy grade, and none so far made in this country is equal to the task it is to perform. It seems to me that a double source of revenue might be obtained from these peat beds. Under the crude bog is a layer of marl, at places many feet thick, from which cement of a good quality can be made.

CEMENT.

There is considerable room for expansion in the cement industry in Canada. The imports of Portland cement in 1900 were 400,000 barrels, and the domestic production amounted to 300,000 barrels. The multitude of new applications in which cement is being used is a striking evidence of the growing demand. At Durham, there is now being erected a plant for the manufacture of Portland cement at a cost of \$1,000,000. Eight hundred acres of marl and clay lands have been bought by a syndicate known as "The National Portland Cement Company." It is claimed the deposit of marl on this tract will last two hundred years, manufacturing 1,000 barrels a day, for that is to be the capacity of the plant. The Saugeen River will furnish the power to generate electricity, and motors located throughout the plant will drive all the machinery. Most of the capital employed in this gigantic enterprise is of United States origin, with the result that much, if not all, of the machinery will be bought in our markets.

A. G. SEYFERT, *Consul*.

STRATFORD, *September 25, 1901.*

PRINCE EDWARD ISLAND.

The industries of the Province of Prince Edward Island consisting almost wholly of agriculture and fisheries, there are but few changes to report from year to year. The past year has been one of prosperity to those engaged in the foregoing pursuits, as prices have steadily advanced, and a quick market has been found for the products.

DAIRYING.

Total milk received at 45 factories	pounds..	59, 901, 455
Cheese manufactured.....	do.....	4, 431, 739
Value of cheese		\$448, 054. 43
Butter manufactured.....	pounds..	602, 726
Value of butter.....		\$123, 052. 32

FISHERIES.

Value of fisheries of the Province for the year ended December 31, 1901	\$1, 059, 197. 55
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EXPORTS AND IMPORTS.

The exports and imports of the Province, as taken from Trade and Navigation, for the year ended June 30, 1900, were:

Exports	\$1,349,529
Total imports	506,374
Exports to the United States	403,382
Imports from the United States	189,245

It is, however, impossible to give the total value of imports from the United States consumed in this Province, as large amounts are purchased in Montreal, St. John, and Halifax, which have been imported at these points.

RAILWAY.

The railway in this Province, under the energetic and skillful management of its superintendent, is being improved in all its branches. The Murray Harbor branch is being pushed forward, and when completed will open up a country that will be enjoyed by tourists.

The earnings of the Prince Edward Island Railway have largely increased during the past year.

LAWS OF PRINCE EDWARD ISLAND.

I would call attention to the following laws of this Province, which may be of interest to incorporated companies and associations; also to commercial travelers.

FOREIGN COMPANIES AND ASSOCIATIONS.

Upon all incorporated companies and associations whose principal office and organization is not within the Province, doing business in this Province, a sum of \$100 per annum is levied.

COMMERCIAL TRAVELERS.

Every casual trader not permanently residing in this Province, doing business within this Province, commonly known as "commercial travelers," and every person not permanently residing in this Province and who sells, either for himself or any other person, any goods, wares, or merchandise (not being liquor) in this Province, or solicits or canvasses for orders, either for himself or any other person, for the sale, exchange, or purchase of any goods, wares, or merchandise (not being liquor) within this Province, either by the production of samples, photographs, catalogues, printed or written matter, or simply by word of mouth, without the production of samples, photographs, catalogues, printed or written matter, shall before he or she enters upon the business of so selling such goods, wares, or merchandise (not being liquor) or soliciting or canvassing for such orders, pay to the provincial treasurer of this Province an annual license fee or direct tax of \$20: and every casual trader not permanently residing in this Province, doing business within this Province, commonly known as "commercial travelers," and every person not permanently residing in this Province, and who sells, either for himself or any other person, any liquor in this Province, or solicits or canvasses for orders, either for himself or any other person, for the sale, exchange, or purchase of any liquor within this Province, either by the production of samples, catalogues, printed or written matter, or simply by word of mouth, without the production of samples, catalogues, printed or written matter, shall before he or she enters upon the business of so selling any liquor, or soliciting or canvassing for such orders, pay to the provincial treasurer of this Province an annual license fee or direct tax of \$200.

DELMAR J. VAIL, *Consul.*

CHARLOTTETOWN, *November 11, 1901.*

QUEBEC.

COATICOOK.

The trade of this consular district for the past year has not been noted for any "boom," but has been steady and generally satisfactory. Times are exceedingly prosperous throughout Canada, and in no place is this truer than in Coaticook. The municipal authorities are making more improvements this summer in streets, pavements, and sewers than in any previous year. Contractors have just finished putting down over 6,000 yards of sidewalk, made of coal tar, pitch, and gravel, which makes a most excellent pavement. In all, they have spent over \$10,000 on streets, sewers, etc.; besides, they have just finished a two and a half story brick college building which cost over \$15,000. This is a beautiful town of about 3,500 inhabitants, and a more healthful locality could not be found. It is a very fine agricultural country—the principal products being hay, oats, wheat, barley, Irish potatoes, apples, etc. No corn is raised here except for ensilage. The Coaticook River runs through the town, and there are a number of factories worked by the fine water power. One of these has 225 hands. It manufactures fleece-lined underwear.

There are two banks here. The rate of exchange is one-fourth of 1 per cent. Depositors receive 3 per cent interest per annum. There is one express company, and the rate for money orders is 15 cents for \$50, and for less in proportion.

The Grand Trunk Railway runs through the town, and two other railroads, the Boston and Maine and the Canadian Pacific, pass through this consular district. There are about fifteen other towns and villages in the district, ranging in size from 300 to 1,000 inhabitants.

There has never been a more bountiful crop grown than that of this year. The machinery for harvesting grain and hay, such as mowers, reapers, rakes, and tedders, used in this part of the country, nearly all comes from the United States. The cheese and butter business is one of the chief industries of this country, at least 80 per cent of the product being shipped to England.

No licenses are required of commercial travelers, and no passports are necessary.

FREIGHTS.

Freight rates are divided into ten different classes. The first five range from 16 to 32 cents per 100 pounds for 100 miles on general merchandise, for less than carload lots. Other classes embrace lumber, live stock, etc., on which the rate is from 7 to 9 cents per 100 pounds for 100 miles, carload lots.

TAXES.

The municipalities, corporations, and townships control their own taxes in the Province of Quebec. All taxes are derived from real estate, except occupation taxes. Personal property is not taxed at all. The taxes of this municipality are \$1.50 on the \$100 worth of real estate.

EXPORTS.

The following is a list of goods exported from this consular district to the United States for the six months ended June 30, 1901, and the value thereof:

American goods returned.....	\$4,889	Lumber.....	\$3,021
Cattle.....	2,025	Machinery.....	175
Clapboards.....	1,152	Pulpwood.....	3,800
Granite.....	240	Potatoes.....	128
Horses.....	4,990	Railway ties.....	450
Household effects.....	2,800	Team of immigrants.....	3,265
Hay.....	105	Telephone poles.....	350
Hides and skins.....	30,199		
Logs.....	26,200	Total.....	88,489
Lambs.....	4,600		

I inclose statement of exports and imports from the two custom-houses in this consular district for the first six months of 1901. There have been no recent changes in tariff rates.

POSTAL RATES EXCHANGE.

Post-office money orders issued on Canada or the United States cost for \$5, 3 cents; for \$10, 6 cents; for \$50, 15 cents, etc., limited to \$100. Issued on any other country, the rates are 1 per cent for any amount up to \$50, which is the limit. Our money is taken at par here, except silver, which is discounted 10 per cent at the post-offices and the banks.

WAGES.

Wages are about the same as they have been for several years. Farm hands are paid per month about \$15; clerks, from \$15 to \$30; bookkeepers, from \$30 to \$50; house servants, from \$8 to \$12. Day laborers get \$1 per day; in harvest times, they receive more.

UNITED STATES GOODS.

The sale of American goods is increasing, and as a rule they are preferred to those manufactured here. The consumers claim that things are prepared with more taste and more in accordance with the fashion.

J. H. JOHNSON, *Consul*.

Coaticook, *September 5, 1901.*

Imports at Coaticook from United States, January to June, 1901.

Item.	Value.
DUTIABLE.	
Horses.....	\$120
Labels.....	179
Boot, shoe, and stay laces.....	143
Boots and shoes.....	318
Manufactures of brass.....	206
Buttons of all kinds, n. o. p.....	1,259
Coal, bituminous.....	557
Knitting yarn, dyed or colored.....	209
Sewing thread on spools.....	170
Cotton clothing.....	109

Imports at Coaticook from United States, January to June, 1901—Continued.

Item.	Value.
DUTIABLE—continued.	
Tape, not dyed or colored.....	\$176
Manufactures of earthenware.....	163
Express parcels, small value.....	942
Fertilizers.....	3,077
Oysters, shelled in bulk.....	233
Harrows.....	232
Harvesters.....	805
Hay tedders.....	252
Horse-rakes.....	277
Mowing machines.....	342
Castings, iron or steel, rough.....	232
Fire-extinguishing machines.....	803
Steam engines and boilers.....	400
Forgings, iron or steel.....	134
Sewing machines.....	457
All other machinery.....	1,093
Malleable iron castings.....	320
Iron or steel scrap.....	160
Steel in bars, over 2½ cents per pound.....	205
Manufactured articles and wares, n. e. s.....	1,911
Glove leathers.....	315
Post-office packages.....	561
Garden, field, and other seeds.....	588
Manufactures of wood.....	263
Other articles dutiable.....	1,754
Total dutiable.....	18,015
FREE.	
Spruce clapboards.....	156
Wool not further prepared than washed.....	228
Indian corn, n. e. s.....	5,728
Binder twine.....	163
Cotton waste not dyed.....	195
Cotton wool or raw cotton.....	4,334
Steel bowls for cream separators.....	155
Yarns, wool, or worsteds, manufactures of braid.....	1,244
Settlers' effects.....	6,263
Other articles free.....	321
Total free of duty.....	18,785

Imports at Stanstead, January to June, 1901.

Item.	Value.
DUTIABLE.	
Horses.....	\$2,320
Braces and suspenders.....	237
Fire bricks and stove linings.....	429
Building bricks.....	160
Drain pipes.....	110
British gum, dextrin, etc.....	163
Buggies and carriages.....	405
Bicycles and tricycles.....	266
Coal, bituminous.....	421
Coal dust, n. e. s.....	1,253
White or bleached cotton fabrics.....	197
Printed cotton fabrics.....	3,856
Sewing cotton thread on spools.....	141
Crochet cotton thread on spools.....	333
Cotton clothing.....	188
Acid, acetic and pyroligneous.....	473
Acids, mixed, n. e. s.....	151
Glue, powdered or sheet.....	205
Proprietary medicines, n. o. p.....	139
All other drugs.....	633
China and porcelain ware.....	128
Manufactures of earthenware.....	1,079
Electric motors, generators, etc.....	2,885
Express parcels of small value.....	3,398
Fertilizers.....	2,913
Oranges, lemons, and limes.....	456
Furniture.....	160
Glass carboys, bottles, etc.....	1,090

Imports at Stanstead, January to June, 1901—Continued.

Item.	Value.
DUTIABLE—continued.	
All other manufactures of glass	\$280
Sterling and other silverware	164
Rubber clothing	846
Rubber hose	283
Manufactures of rubber	574
Horseshoes	124
Mowing machines	1,519
Castings, iron or steel, rough	489
Cast-iron pipe	158
Fire-extinguishing machines	463
Sewing machines	186
All other machinery, n. o. p	3,968
Nails and spikes	107
Railway fish plates, tie plates	647
Rolled iron or steel angles	109
Scales, balances, etc.	143
Stoves of all kinds	279
Iron or steel nuts	162
Manufactures, articles and wares, n. o. p	1,001
Lead, bars and sheets	3,110
Boots and shoes	438
Machine-card clothing	178
Marble, sawn only	1,323
Asbestos, manufactures of	106
Pianofortes	159
Coal and kerosene oil	824
Dry white and red lead	899
Paper, felt, or strawboard, tarred	504
Hangings or wall paper	220
Papeteries, pads, not printed	215
Strawboard, in sheets or rolls	688
Post-office parcels	652
Printing presses	400
Railway or traveling rugs	302
Salt, coarse, n. e. s	837
Flagstones, granite and rough freestone	109
Granite, sawn only	206
Unenumerated articles	489
Varnish	106
Webbing, elastic and nonelastic	344
Manufactures of wood, n. o. p	167
Other articles dutiable	3,670
Total dutiable	50,051
FREE.	
Chalk stone, China, or Cornwall stone	185
Fire clay	1,933
Coal, anthracite, and coal dust	3,282
Ores of metal, all kinds	4,482
Whalebone, unmanufactured	450
Timber or lumber, hewn or sawed	364
Sawed or split boards	160
Spruce clapboards	108
Hair, cleaned or uncleaned	191
Hides and skins, raw	2,998
Wool not further prepared than washed	1,800
Bananas	133
Indian corn, n. e. s	9,531
Asphaltum or asphalt	197
Coke	832
Cotton wool or raw cotton	169,288
Colors, metallic	260
Acid, oxalic	486
Acid, tannic, and blood albumen	4,027
Alizarin and artificial	127
Alum, in bulk only	474
Ammonia, sulphate of	7,308
Aniline dyes	1,075
Aniline salts	2,260
Antimony salts	537
Camwood and sumac	224
Extracts of logwood	1,423
Gums, amber, arabic, etc.	248
Indigo	5,288
Indigo auxiliary or zinc dust	223
Quicksilver	8,457
Soda, nitrate, soda ash, etc.	32,359
Soda, chlorate and bisulphite of	293
Soda, nitrite of	3,285

Imports at Stanstead, January to June, 1901—Continued.

Item.	Value.
FREE—continued.	
Ultramarine blue.....	\$309
Iron liquor.....	211
Iron sand or globules.....	192
Lime juice, crude only.....	569
Copper rollers, for printing calico.....	819
Steel bowls for cream separators.....	962
Mining machinery.....	548
Platinum wire, etc.....	906
Steel rails, 45 pounds and over, per yard.....	9,364
Steel wire, Bessemer.....	928
Barbed fencing wire, iron or steel.....	773
Oil cake and oil-cake meal.....	756
Potash, muriate and bichromate of.....	1,041
Square or round reeds for manufacture of whips.....	5,549
Settlers' effects.....	11,647
Other articles, free.....	523
Total free of duty.....	299,325

Exports from Stanstead for six months ended June 30, 1901, to the United States.

Articles.	Quantity.	Value.
Asbestos:		
First-class.....tons..	173	\$13,900
Second-class.....do..	238	10,245
Third-class.....do..	1,449	41,670
Chromite.....do..	60	619
Copper:		
Fine.....pounds..	444,462	9,210
Black.....do..	6,500	195
Ores, other.....tons..	43	430
Pyrites.....do..	6,554	12,310
Stone:		
Ornamental.....do..	462	411
For manufacture of grindstones.....do..	26	165
Other articles of mine.....do..		14,350
Herrings, pickled.....barrels..	75	237
Salmon:		
Fresh.....pounds..	33,052	2,500
Canned.....do..	11,722	864
Fish, all other, fresh.....		268
Bark for tanning.....cords..	4,391	13,673
Knees and futtocks.....number..	633	1,018
Logs:		
Hemlock.....M feet..	1,034	5,421
Pine.....do..	19	135
Spruce.....do..	1,038	7,902
All other.....do..	1,251	8,343
Laths.....M.....	1,071	1,247
Planks and boards.....M feet..	12,176	111,099
Shingles.....M.....	100,667	184,704
Shooks:		
Box.....number..	3,840	300
Other.....do..		215
Lumber, all other.....		10,337
Sleepers and railroad ties.....number..	56,287	10,110
Wood blocks for pulp.....do..		54,694
Horses over 1 year old.....number..	53	6,431
Cattle over 1 year old.....do..	14	1,163
Furs, undressed.....do..		24,657
Hides and skins.....do..		36,246
Sheep pelts.....number..	3,300	966
Hay.....tons..	1,403	9,933
Maple sugar.....pounds..	1,174	301
Straw.....tons..	93	332
Potatoes.....bushels..	24,045	8,278
Books, pamphlets, etc.....do..		1,436
Clothing.....do..		849
Drugs, etc.....do..		921
Furs, manufactures of.....do..		298
Grindstones.....do..		625
Household effects.....do..		20,452
India rubber, manufactures of.....do..		1,856
Machinery.....do..		8,640

Exports from Stanstead for six months ending June 30, 1901, to the United States—Cont'd.

Articles.	Quantity.	Value.
Sewing machines.....number..	18	\$508
Hardware.....		167
Iron and steel, manufactures of.....		869
Boots and shoes.....		809
Metals, other.....hundredweight..	111	1,306
Wood:		
Barrels.....number..	476	888
Pulp.....		13,384
Manufactures of.....		633
Woolens.....		340
Miscellaneous articles.....		10,166
Total.....		663,063

Exports from Coaticook for six months ended June 30, 1901, to the United States.

Articles.	Quantity.	Value.
Asbestos:		
First class.....tons..	99	\$10,860
Second class.....do..	96	5,568
Third class.....do..	2,962	60,177
Salmon, fresh.....pounds..	15,098	1,568
Fresh fish, other.....		358
Ashes, all other.....		1,201
Bark, for tanning.....cords..	1,320	5,569
Knees and futtocks.....number..	574	374
Basswood.....M feet..	37	430
Planks and boards.....do..	1,598	18,040
Shingles.....M..	4,222	8,029
Shooks:		
Box.....number..	98,484	1,191
Other.....		9,837
Lumber, all other not elsewhere specified.....		309
Sleepers and railroad ties.....number..	54,356	8,623
Timber, all other.....tons..	566	7,738
Wood blocks, for pulp.....		44,563
Horses over 1 year old.....number..	26	4,260
Cattle over 1 year old.....do..	7	1,200
Furs, undressed.....		4,869
Hair.....		2,763
Hides and skins.....		8,994
Fruit, not elsewhere specified.....		835
Barley.....bushels..	625	250
Buckwheat.....do..	1,434	659
Oats.....do..	4,184	1,057
Pease, whole.....do..	667	396
Meal, all other.....barrels..	175	470
Hay.....tons..	4,228	34,061
Seeds, clover.....bushels..	496	3,506
Straw.....tons..	985	3,297
Potatoes.....bushels..	1,100	827
Books, pamphlets, etc.....		1,210
Drugs, etc.....		19,337
Furs, manufactures of.....		288
Household effects.....		12,512
Castings.....		191
Machinery.....		3,038
Sewing machines.....number..	13	325
Iron and steel, manufactures of.....		1,156
Wood pulp.....		4,994
Woolens.....		162
Other miscellaneous articles.....		3,802
Total.....		292,969

GASPÉ BASIN.

This consular district comprises the counties of Bonaventure and Gaspé, and has a population of 52,176. It has increased in population during the past ten years, according to the census just taken, by 4,466.

The business carried on here does not change much from year to year; it is composed chiefly of cod fishing and lumbering, and agriculture is followed only to a limited extent.

PETROLEUM.

During the past year, very little has been done toward the development of petroleum deposits, and it would seem that the business would soon cease unless a great change takes place. Exploitation was commenced here in October, 1889, and since that time about fifty wells have been sunk to a depth varying from 2,000 to 4,000 feet, without any result to speak of. The company, during the past winter, applied for a charter from the Quebec government to build a railway from Gaspé Basin to Causapsal, to connect with the Intercolonial Railway at that place. The distance is about 100 miles from this village.

THE BAY OF CHALEUR RAILWAY.

There is now regular service from New Carlisle to Metapedia, at which place the road connects with the Intercolonial Railway. I may mention that New Carlisle is only 3 miles from Paspébiac, where the United States consular agency under this consulate is located.

MARINE POLICE.

The vessels of this force are composed of four steamers and two schooners. Two of the steamers make this port (Gaspé) their headquarters during the season they are on duty.

SUMMER VISITORS AND GAME.

There is a large increase in the number of Americans who come to this district during the summer for the superb trout and salmon fishing. About all the salmon rivers in this section are leased by Americans.

NAVIGATION.

Six steam yachts and two schooners from the United States called at this port during the past year.

Gaspé was opened to navigation this spring on the 24th of April—earlier than ever before—and was closed on the 15th of December, 1900.

TRADE.

Imports from the United States into the consular district of Gaspé Basin for the fiscal year ended June 30, 1901.

Articles.	Value.	Articles.	Value.
Beef (salted in barrels)	\$751	Pork	\$2,975
Corn meal	515	Sundries	3,274
Coal (anthracite)	10,133		
Flour	4,000	Total in United States gold	62,909
Mining machinery	5,940	Total for preceding year	52,696
Nets, lines, and twine	34,621		
Pitch, tar, and rosin	435	Increase	10,213
Petroleum	265		

Declared exports from the consular district of Gaspé Basin to the United States during the fiscal year ended June 30, 1901.

Articles.	Value.	Articles.	Value.
Codfish (dry)	\$27,276.50	Sea grass	\$310.00
Herring (salted)	7.00	Sounds (dried)	63.32
Household goods	27.24		
Lobsters (canned)	4,310.00	Total in United States gold	100,950.87
Oil (cod-liver)	32.00	Total for preceding year	62,600.51
Railway ties (cedar)	30,418.29		
Shingles	38,006.52	Increase	38,350.36

The trade with foreign countries, exclusive of the United States, for the fiscal year ended June 30, 1901, was: Exports, \$492,562; imports, \$41,672.

ALMAR F. DICKSON, *Consul.*

GASPÉ BASIN, *August 28, 1901.*

QUEBEC.

I have delayed this report for a few days in order to get information in regard to the railroads now under construction that will affect the transportation facilities of Quebec.

The Quebec and Lake St. John Railroad Company has commenced work on the first 10 miles of its road to James Bay.

The Quebec South Shore Railroad Company is building a road from Sorel, Quebec, on the south shore of the St. Lawrence, which it expects to have finished to Quebec some time next fall. This road will give another line to New York, via the Rutland and Burlington and New York Central railroads.

The railroad bridge over the St. Lawrence River, about 5 miles above the city, has made considerable progress during the past summer.

The Quebec and Montmorency Railroad has equipped its road to Montmorency Falls and St. Ann de Beaupre with electricity, and is now running regular passenger trains to those places. The managers expect to have a double track finished in a short time.

The Great Northern Railroad has been doing a fine business during the past summer, in bringing grain from Parry Sound and shipping direct to Europe in the large ocean steamers belonging to the Leland Line.

The records of exports and imports of this city are now sent to Ottawa to be printed.

Crops in this vicinity have been very good during the past season, and the volume of business above the average. Prices are about the same as a year ago.

WM. W. HENRY, *Consul.*

QUEBEC, *November 8, 1901.*

RIMOUSKI.

The returns of the custom-house at this place do not show what American goods are used here, as the latter come through importers at Montreal and other large ports. The principal shippers of lumber to

Europe live at Quebec and clear some of the vessels from there, hence I can get no correct reports of the exports.

LUMBER SHIPMENTS.

Usually, only one vessel loads each year at Rimouski, but this season there have been three steamers and six barks. Most of the lumber shipped came in by rail from Amqui.

There is no place below Levis, which is opposite the city of Quebec, on the south shore of the St. Lawrence River, where a sea-going vessel can load or discharge at a wharf. The government wharf here is 1,400 feet long, but there is only water enough for the steam tender that takes out mail to steamers, and for schooners plying on the river.

There is a movement to have this wharf extended about 800 feet, so that steamers and large sailing vessels can load. This would save the expense of lighterage, and lumber would come here from the Metapedia Valley and other places along the St. Lawrence River. There are mills on nearly every small river between Quebec and Matane, a distance of about 250 miles. The vessels that carry the lumber to Europe lie off shore from 1 to 3 miles. As all Quebec deals are shipped dry, they have to be lightered in good weather. Many of the shippers would prefer to pay the freight by rail to this point rather than to lighter out to the ship.

Business has been good in this district during 1900 and the first six months of this year. Shingles have been in demand in the United States at paying prices, so that all the mills have worked up to their capacity. A furniture factory has been started at Rivière du Laup. Messrs. Price Bros. & Co. opened a large new sawmill here in June, and will cut deals for the European market. The Metis Lumber Company, some of the members of which are Americans, started a new mill at Price, with 15 shingle machines and a rotary, to saw for United States markets. All the shingles sawed here are 16-inch cedar, which, besides being used in New England, are now employed in part of New York State, where formerly only 18-inch pine shingles from the West were known.

TELEPHONE.

The telephone has been extended from here to Matane, 66 miles down the St. Lawrence and along the Metapedia Valley, and is now working west to Bic. Next season, it will reach Trois Pistales, and there connect with Quebec City. A cable has been laid from Belle Isle to the north shore, and there connected with the telegraph. Here it was that the *Scotsman*, of the Dominion Line, was lost two years ago. This route is a day shorter than the one south of Newfoundland, for steamers bound to Liverpool, but can only be used in summer, and it is then often blocked with ice. Now, steamers bound out can learn if the straits are clear when they leave Rimonski.

IMPROVEMENTS.

The new buildings that have been and are being erected here have given employment to teams hauling rocks, bricks, sand, and lumber, as well as to all the floating labor.

UNITED STATES GOODS.

I give below a list of the United States goods I have seen for sale in the stores here and in general use: Wagons and carriages from Indianapolis, Ind.; wagons and carriages and harness from Elkhart, Ind.; California fruits and wine; McCormick's reapers, from Chicago, Ill. (I met one on the road, passing a field where twelve men and women were cutting wheat with sickles); Fairbank's soap, from Chicago, Ill.; Magic Baking Powder, from Chicago, Ill.; Royal Baking Powder, from New York, N. Y.; prepared horse-radish mustard, from Detroit, Mich.; mixed pickles, from Detroit, Mich.; Sapolio, from New York, N. Y.; flavoring extracts, from New York, N. Y.; Armour's canned corned beef, from Chicago; Armour's canned corned tongue, from Chicago; Quaker Oats, from New York; French soups, from New York; canned asparagus, from Oyster Bay, N. Y.; canned shrimp, from Biloxi, Miss.; door springs, from New Haven, Conn.; brackets and wrenches, from New Haven, Conn.; hammock hooks, from New Haven, Conn.; iron spoke shave, from New Haven, Conn.; dividers, from New Haven, Conn.; wing dividers, from Newark, N. J.; razor straps, from Worcester, Mass.; try squares, from New Britain, Conn.; mortise and marking gauges, from New Britain, Conn.; wood foreplane, from New Britain, Conn.; sash fasteners, from New Britain, Conn.; bits and braces, from Philadelphia, Pa.; coffee and spice mills, from Philadelphia, Pa.; screw-drivers, from Philadelphia, Pa.; boxwood rules, from Pine Meadow and New Britain, Conn.; iron till locks, from Meriden, Conn.; tinned picture wire, from Meriden, Conn.; picture nails, gilt disks, glove cutters, petroleum cocks, from New York, N. Y.; computing scales, from Dayton, Ohio; rat traps, from Abington, Ill.; condensed cream, from St. Charles, Ill.; Whitmore's Shoe Dressing, from Boston, Mass.; tomato catsup, from Camden, N. J.; Ralston's Breakfast Food, from St. Louis, Mo.; Pettijohn Breakfast Food, from Chicago, Ill.; cotton goods (a large line), from Manchester, N. H.; cotton goods, from Cochecho Mills; Webb's Cocoa, from Milton, Mass.; Walter Baker Cocoa, from Milton, Mass.; canned prunes, from San Jose, Cal.; distance bells, from Bristol, Conn.; ratchet braces, from Winchendon, Mass.; tablespoons, from Meriden, Conn.; chests, from Stamford, Conn.

CHAS. A. BOARDMAN,
Commercial Agent.

RIMOUSKI, *October 18, 1901.*

ST. JOHNS.

Trade conditions in this district remain substantially the same as last year. There has been no material change in any established industry, and the only new enterprise is a cordage factory. The Rutland Railroad has been completed to Sorel, and is to be continued to Montreal, which will facilitate the distribution of merchandise from the United States in an entirely new section. I am satisfied that if our wholesale merchants would send their salesmen into Canada regularly they could establish a paying trade, as many prefer United States goods. There is a special demand for our shoes, as they are neater in appearance and are more up to date. Commercial travelers pay no

license, and no duty is collected on samples; no passports are required, and, other than the usual tariff rates, there are no laws discriminating against United States trade.

There has been no change in either the tariff rates, customs rules, port regulations, or wharfage dues during the past year.

There is a large pottery plant lying idle here for want of capital. I think it would be a good chance for United States enterprise.

St. Johns is exceptionally well provided for shipping, having seven railroads, and the Richelieu River connecting Lake Champlain with the St. Lawrence River.

There has been a large increase this year in the exports of wood pulp, and owing to the demand for horses in South Africa and Europe, the shipments of these animals have also grown.

Hay, lumber, and wood pulp are the principal articles of exportation, while the chief imports are coal, agricultural implements, carriages, hardware, and clay. I am unable to get statistics from the local collector of customs (they are now compiled at Ottawa), but am informed that the exports and imports are in excess of last year. The imports are greater than the exports.

Crops, especially hay, are very good. The poultry trade is now going to English markets instead of to the United States as formerly, owing to the increase in the tariff.

There is a large emigration from Canada to the United States every year.

Being on the border line, American currency is accepted in St. Johns without discount.

The Dominion government has spent a large amount of money here in dredging, and repairing and building docks, and every year the harbor is visited by many vessels from the United States. The Canadian-Pacific Railroad has extended a track alongside the Chambly Canal, which makes it convenient for reshipping lumber and hay by boat to the United States. The municipal authorities are also making improvements in sidewalks, street pavements, and sewers.

CHARLES DEAL, *Consul*.

ST. JOHNS, *October 15, 1901.*

YUKON TERRITORY.

Both the local and Dominion governments have faith in the stability of Dawson, judging from the amount of money spent this year. Two hundred thousand dollars are being expended on wagon roads from Dawson to the mines, which will be of incalculable benefit to the miner by reducing the cost of freight on food, supplies, etc. Two cents per pound is now the usual charge for freighting to the Grand Forks, some 14 miles from Dawson; two years ago, 7 cents was the average price paid. In the town of Dawson, the post-office building cost \$50,000; the administration building, \$100,000; the new court-house, \$50,000; the new residence for the governor, \$25,000, and the new schoolbuilding, \$50,000—about \$500,000, besides the cost of grading and opening up new streets, etc.

An unusual number of berries were growing wild on the hills this summer, and the market was well supplied with vegetables of home

production. More fruit from California and Oregon was brought in than usual, and prices were low. Fish was plentiful—greyling, whitefish, etc. Tons of salmon were caught opposite Dawson, and at the height of the season brought 6 to 10 cents a pound. The cold-storage warehouses could not take care of the salmon. Enough was salted and pickled to last the city until next summer.

Dawson has had a prosperous season; no one who wanted to work had to remain idle. Several hundred men were employed on the wagon roads at 80 cents per hour, and wages in the mines were \$5 a day, with board, or 75 to 80 cents an hour without board. At present, \$1.50 a day will board men in the mining camps.

The market is well supplied with labor at present.

GOLD MINING.

Up to the present time, mining in the Yukon Territory has been almost entirely confined to the extraction of loose gold dust from alluvial deposits in the bottoms of the valleys or from benches along their sides.

It is more than four years since coarse gold was discovered in the Klondike district, and while for the first three years the production increased very rapidly, it has in the year just past decreased somewhat, a conservative estimate of this year's output being \$18,000,000.

TOPOGRAPHY.

The topography of the region is peculiar and interesting. A bare rounded point, locally known as the "dome," rises to an approximate elevation of 4,250 feet above sea level, and from this ridges radiate in every direction, with deep, trough-like valleys between them, which, rapidly descending, finally open into the great valley of the Yukon on the one side and the Klondike on the other. The junction of these two valleys, at Dawson, is at an elevation of some 1,200 feet. The crests of the ridges, after the winter's snow has disappeared, are dry, and travel along them, except for the continual ascents and descents, often amounting to several hundred feet, is comparatively easy and comfortable. The slopes are more or less thickly wooded, while the bottoms of the valleys are almost everywhere covered with a bog, which, below a depth of several feet, is permanently frozen. I know of only one place where the frozen layer has been penetrated, viz, the high gravel terraces on the east side of Bonanza Creek. Here a shaft was sunk into the gravel to a depth of 275 feet, and I have been informed by some of the men who were working in it that below 200 feet the ground was not frozen.

Timber extends up the hills to a height of 3,500 feet, above which are willows and small arctic plants, such as grow in the barren lands west of the Hudson Bay. The trees are white spruce, as large as 3 feet in diameter, black spruce, canoe birch, aspen, and balsam poplar. In the valleys, arctic plants are almost entirely absent. Every summer anemones bloom in great profusion on the hillsides east of Dawson.

GEOLOGY.

Up to an elevation of 1,900 feet in the valleys of the Klondike and the Indian River and of their tributaries, there is a great thickness of

well-rounded gravel, the pebbles largely white quartz and the matrix decomposed rock flour. This was evidently deposited when the land stood at a lower elevation and when the rainfall was greater than at present. In this white quartz gravel, most of the richest bench claims, such as those on French Hill, Gold Hill, and Chechaco Hill, are situated. Of later age are the deposits in the bottoms of the valleys and the low benches along their sides, in both of which very rich deposits of gold have been found. No old channels buried under overflows of trap or basalt, have been discovered anywhere in the country. Both the bench gravels and those in the valley bottoms have been derived from the wearing down of rocks within the valleys themselves, instead of being carried to their present positions from distances during the Glacial period.

In the bottoms of the valleys, where gold was first found, and where, on account of the abundance of water, it is most easily washed, the gravel is from 10 to 20 feet in thickness, and both sides of the channels of the present streams are usually covered by layers of sphagnous bog several feet in thickness. The gold-bearing pay streak may vary from 10 to 300 feet in width (in fact, it may extend the whole breadth of the valley in places) and from 1 to 4 feet or more in thickness. Part consists of fissured and broken-up layers of the bed rock and part of the gravel immediately overlying it.

In some places, the pay streak is very rich, and where this streak is both wide and deep, as in many claims on Eldorado Creek, it contains a very large quantity of gold. In other cases, however, the pay streak, though rich, is both narrow and shallow; and it is not uncommon to see the value of the claims overestimated. Again, the streak may be wide, deep, and nowhere very rich, but the total quantity of gold contained in the claim may still be large. On account of the great cost of working mines up to the present, these claims have been considered of little value, but the lowering in cost of both labor and transportation will greatly enhance their worth.

CHARACTER OF GOLD.

The masses or particles of gold vary in size from nuggets of 34 ounces to small flakes or granules. Very fine flake or "flour" gold is seldom found in gravel at present mined. The gold also varies considerably in value, that from Dominion and the middle part of Hunker being the richest, while that from Bear Creek is said to be the poorest.

An assay of gold from Hunker Creek gave gold .8685, silver .128. Gold from Franklin Gulch in the Fortymile district, Alaska, has a fineness of .808 after melting.

METHODS OF MINING.

Until last year, the method of mining the gravel in winter was as follows:

A fire was built and kept burning several hours, until the ground beneath was found to be thawed to a depth of 6 inches or a foot. This earth was shoveled out and another fire was placed in the same spot. In this way, a shaft could be sunk to a very considerable distance if necessary. In summer time, this method was modified. If the fire were built in the bottom of the shaft, the heat would thaw the sides

as well as the bottom and cause them to cave; therefore it was kindled near the mouth of the shaft and rocks were heated in it. When very hot, these were pitched into the shaft and covered with brush or moss. These rocks would thaw out the bottom to a depth of several inches without appreciably heating the gravel higher up.

After gold was once found in paying quantities, it was usually mined by drifting from the bottoms of the shafts. The drifts—often very irregular in shape—were run by building fires against the walls or ends of the excavations, and, when the fires had died out and the gases of combustion had cleared away, by digging out the thawed material and carrying it to the surface, where it was piled in dumps until the gold could be washed out. This was almost always done in winter, for in summer the shafts would not free themselves of the foul gases, and it would have been impossible to adopt artificial ventilation, for the warm air driven in from the outside would have thawed the roofs of the drift and everything would have caved in.

Miners soon began to realize that there was a great waste, both of time and fuel, in this method, and many other devices for thawing the ground were contrived. Of these, the steam thawer has proved the most successful and has come into almost universal use. It consists of a portable steam boiler, a few hundred feet of iron piping, several hollow drills with small apertures to allow the escape of steam, and a rubber steam hose to connect the drills with the iron piping.

When all are connected and the steam is up to about 120 pounds in the boiler, the point is held against the face of the gravel and the steam is let in by a valve. The gravel in front quickly thaws, and the point can often be shoved in its whole length, usually 4 feet, in a few minutes. When all the points are in, the steam is dropped to 40 or 50 pounds and is kept at that for six or eight hours, by which time each point will have thawed about 2 cubic yards of gravel. The points are then moved to another part of the drift, and when the gravel cools it is dug out and taken to the surface to be washed in the sluice boxes. As the steam thawer does not vitiate the air in the drift, it can be used in summer as well as in winter, and the gold-bearing gravel can be mined and immediately washed in the sluice boxes, at much less cost than if it had to be handled twice. In this work, no timbering of any consequence is necessary, as the gravel and overlying peat are permanently frozen hard enough to support the roof, if the drift is not made too large.

At first, small steam boilers from 8 to 12 horsepower were mostly used, and the gravel and rock were extracted by windlasses worked by hand. During the past year, however, large boilers have been introduced, hoisting machines have been substituted for hand windlasses, rope tramways have been erected to carry the dirt from the shafts, and many other mechanical appliances have been employed. With the assistance of this improved machinery, there is no doubt that the ground will be worked much more cheaply than in the past. Where the depth of the gravel is not more than 10 or 12 feet, or where the gold is scattered plentifully through it, the earth is often worked by removing all the peat from the surface; the heat of the sun and of the warm summer air then thaws the gravel, so that each day it is possible to shovel off a little and pitch it into the sluice boxes. In this way, the ground can be thoroughly worked.

COST OF WORKING.

Among the great drawbacks that miners here have had to contend with is lack of working capital. On the richest claims, it has been possible to buy machinery and supplies on credit and to pay for them out of the product of the mines themselves, but on the poorer ones, it is often impossible to obtain supplies in this way, and labor is usually hired "on the dump;" that is, the laborer is paid out of the product of the mines if there is sufficient to pay him; if not, he must take a pro rata amount of what is owed to him. Labor thus employed is both high priced and ineffective, for the laborer knows that the miner has not the money to pay him off at any time, and that he is master of the situation. Many mines that have failed to pay expenses in the past would have paid well if the owners had been provided with sufficient working capital to carry them through the season.

During past years, the average wages have been 75 cents per hour without board and 50 cents with board. At most of the mines, board could be supplied to a gang of 15 or 20 men at the rate of \$1.50 each a day. The cost of working a cubic yard of dirt and extracting the gold from it has been from \$7 to \$8. Next year, with improved roads, more abundant working capital, lower freight rates, both from American and Canadian cities and within the country itself, modern machinery, and a somewhat lower scale of wages, it is possible that the cost of mining and sluicing a cubic yard will not be more than \$4 or \$5.

The creeks that have produced the largest amounts of gold are Eldorado, Bonanza, Hunker, Dominion, Last Chance, and Gold Run—the latter being extensively worked for the first time last year. The richest parts of Eldorado and Bonanza creeks, which include much of the best ground yet known in this country, have already been nearly exhausted, and from this time forward, the output will depend on the extent of the ground of lower grade that will be mined. On this account, it is not improbable that the country has reached its limit of greatest productiveness, and that until the mines come to be worked economically the output of this neighborhood will gradually decline.

Whether new and rich gravel-bearing areas will be struck in the Canadian Yukon remains to be seen; finds are being occasionally reported; one on the Stewart River, about 120 miles southeast, has lately attracted considerable attention. Prospects are stated to have gone as high as 30 cents to the pan on bed rock, but little exact information will be obtainable until next summer, after the prospecting work has been done.

It is said by those claiming to be familiar with this country that not one-half of the gold-bearing localities have as yet been discovered. The country from Hootalingua to Fortymile, including Stewart River, Sixtymile, Indian River, Klondike, Hunker, Last Chance, Goldbottom, Dominion, Gold Run, Ophir, Australia, Montana, etc., and on down to the boundary, is all tributary to Dawson. Some of these districts have a very large area of unprospected territory, while a great deal of the discovered area is still in its infancy as to development. As the cost of operation is about five times as great as in California, it is reasonable to suppose that the ground must be five times as rich in order to be remunerative.

ALASKA.

The Koyukuk sends good reports; everyone that has come out says he is going back, which is certainly an indication that the country has

prospects above the average. A number of men are leaving daily for this district; steamers are run from St. Michaels to and up the Koyukuk River. One steamer went up to the head of navigation last June and will again leave for there this week. I look for a stampede over the ice from here to the Koyukuk this winter, as travel is so much better and easier when the ground is frozen. Koyukuk is where so many prospecting parties in small steamers came to grief in the summer and winter of 1898 and 1899. The river is very swift, the current in places running 6 to 7 miles per hour.

The Tanana is about 800 miles long, all in American territory, and is in the mineral belt, though very little is known as yet regarding it. The railroad projected from Valdes to Eagle City will go up the Copper River on the west side and down the Tanana. It will open up a country destined to be an empire in itself, for aside from the minerals, coal, etc., the timber and agricultural possibilities will surprise people who think that this country is nothing but one vast iceberg. In one place below Discovery, on Fourth of July Creek, Alaska, they took out \$35 per day to the man. Good reports also continue to come from the Chandlar. What the Alaska mining country wants more than anything else is good wagon roads, such as are being built by the Canadian government in the Klondike.

COAL.

Lignitic coal in fair quantities is being mined on Cliff Creek, about 50 miles from Dawson down the Yukon River. Another seam of similar quality is being worked on Rock Creek, a branch of the Klondike River, about 18 miles from Dawson. Both seams are in sandstone, similar to the Laramie sandstone of the Western plains and probably of the same geological age.

There is little doubt that these mines, and others that may be opened later, will furnish this country with an abundant supply of fuel.

TRANSPORTATION TO THE UPPER YUKON.

Between White Horse, the northern terminus of the White Pass and Yukon Railroad (in Yukon Territory) and Dawson, 16 steamers are operated. From May 23 to August 31 of this year, 11 steamers of the White Pass and Yukon route handled 9,211 tons of general merchandise and machinery, an increase of 1,544 tons over the amount handled last season.

The capacity of each steamer is 2,350 tons, and in ordinary stages of water they make one round trip a week.

The traffic rates for the Upper Yukon River route to Dawson are given below.

Passenger rates from Dawson, Y. T., to Vancouver and Victoria, B. C., and Seattle, Tacoma, and Port Townsend, Wash.

First-class fare	\$125
Second-class fare	95
Children between the ages of 5 and 12 years.....	Half fare

Tickets sold at above rates are good for continuous passage only and are limited to fifteen days from date of sale.

First-class fare includes meals and stateroom berth on ocean steamers as well as on Yukon River steamers, if stateroom berth is available, but if not available and the passenger uses "standee" berth, Dawson to White Horse, on steamers fitted with such (which will be free) the cost of first-class ticket will be \$115 through, instead of \$125.

Second-class fare includes meals in second cabin on ocean steamers and berth with mattress and pillow only, and on Yukon River steamers (having second-class accommodations) meals and "standee," or similar open berth.

Only passengers holding first-class transportation are entitled to or allowed the use of stateroom berths.

One hundred and fifty pounds of baggage will be carried free with each full fare and 75 pounds of baggage with each half-fare ticket. All in excess will be charged for at the rate of 15 cents per pound.

No piece of baggage weighing in excess of 250 pounds will be accepted for transportation as baggage.

Baggage will not be checked short of destination of ticket.

Charges for excess baggage and for transportation of bicycles or baby carriages must be prepaid.

Baggage liability limited to \$100 for each passenger.

Freight tariff between Skagway and Dawson.

ALL FREIGHT EXCEPT AS OTHERWISE PROVIDED FOR.

[No single piece or package to weigh over 2,000 pounds.]

On shipments of—	Rate per ton of 2,000 pounds.			
	Group A.	Group B.	Group C.	Group D.
From Puget Sound and San Francisco.....	\$135.00	\$145.00	\$160.00	\$290.00
From Skagway:				
Under 5 tons.....	125.50	131.00	140.00	262.00
5 tons and under 10 tons.....	116.50	121.00	130.00	242.00
10 tons and under 25 tons.....	106.50	111.00	120.00	222.00
25 tons and under 100 tons.....	101.50	106.00	111.00	212.00
100 tons and under 200 tons.....	96.50	101.00	106.00	202.00
200 tons and under 500 tons.....	91.50	96.00	100.00	192.00
500 tons and over.....	86.50	91.00	96.00	187.00

1. The amounts charged for shipments of less than 5, 10, 25, 100, 200, and 500 tons, respectively, must not exceed the charges on 5, 10, 25, 100, 200, and 500 tons, respectively, of the articles named.

2. Shippers have the privilege of aggregating articles shown in the same group at the same rate that would apply on a straight shipment of any article named in the group. If the balance of shipment belongs to other groups, the regular group rates to which the articles belong will apply.

3. The charges on an aggregation of shipments, irrespective of the group to which they belong, shall not exceed the rate applying on any article in the shipment at highest rate provided.

4. Refund of the difference between the rates applying on larger or smaller shipments in the aggregate will be made on surrender of the original expense bills, which must show specifically that the shipments were all consigned to the same consignee, person, or firm and same destination.

Hay and feed to be excluded from the benefit of clause 4; it being understood that mining machinery is to have the benefit of clause 4.

Special rates on construction material, railway, tramway, reduction works, or other extensive Government, municipal, or local improvements at Dawson will be given favorable consideration upon presentation of details in connection therewith.

Minimum charge on any single shipment, \$3.

HAY.

Specifications.	Rate per ton of 2,000 pounds.		
	On shipments of under 7 tons.	On shipments of 7 tons and under 100 tons.	On shipments of 100 tons and over.
Cylindrical bales, at least 38 pounds per cubic foot.....	\$110	\$90	\$85
Square bales, double compressed, at least 22 pounds per cubic foot.....	120	95	90
Square bales, single compressed, at least 10 pounds per cubic foot.....	185	175	165

OATS AND FEED (INCLUDING BRAN).

Shipments of less than 10 tons	per ton of 2,000 pounds..	\$126. 50
Shipments of 10 tons and over	do.....	101. 50

LUMBER, LATH, AND SHINGLES.

[Special tariff rates.]

BOATS AND LAUNCHES, SET UP.

[Rates subject to size and character.]

N. B.—Powder, calcium carbide, acids, gasoline, and naphtha to be carried only by special arrangement and will be subject to local rules and rates of the line transporting same. The right to refuse to receive high explosives, acids, etc., for transportation under any circumstances is reserved.

MINING MACHINERY.

The following articles used in mining will take Group A rates, unless otherwise specified: Air compressors; chain tongs; copper plates; derrick irons; drills, steel; engines, K. D., not weighing over 2,000 pounds; hoisting engines, K. D., not weighing over 2,000 pounds (over 2,000 pounds and up to 3,000 pounds, add 5 per cent to the rate; over 3,000 pounds and up to 4,000 pounds, add 7 per cent to the rate; over 4,000 pounds, special contract. In all cases K. D. All engines S. U. taken by special contract only); fittings, brass valves, cocks, etc.; fittings, steam pipe, all sizes; hoist, friction, belted and geared, K. D.; hose, steam, all sizes, boxed, crated or baled, O. R. of chafing, Rel. (Group B); hose, water, all sizes, boxed, crated or baled, O. R. of chafing, Rel. (Group B); hose, suction, all sizes, boxed, crated, or baled, O. R. of chafing, Rel. (Group B); hose, all sizes, in rolls, boxed or crated, O. R. of chafing, Rel. (Group B); hydraulic pipe, subject to special rates on displacement basis; hydraulic giants (Group B); hydraulic hose (see hose); iron sheaves; link belting; pipe, steam; pipe stock and dies and pipe vises; picks, unhandled; pick handles (Group B); pulleys and belting; pumps; quicksilver; rope, manila (Group B); rope, wire; shaft boxes; shafting; shovels in bundles (Group C); sprocket wheels; T rails; tackles and snatch blocks; thawing points; wheels, car, and axles; tools, including pipe wrenches, monkey wrenches, and pipe cutters; boilers, measuring not to exceed 80 cubic feet to the ton of 2,000 pounds (Group B); boilers measuring over 80 cubic feet to the ton, but not over 110 cubic feet to the ton of 2,000 pounds (Group C); over 110 feet taken only by special contract (provided the above do not weigh over 4,000 pounds per boiler; if over 4,000 pounds, special contract).

The following shows the service on the Lower Yukon:

Steamers (can carry passengers and 19,562 tons cargo each trip; can carry with barges 27,462 tons cargo each trip)	31
Ocean tugs	2
Harbor tugs (very powerful)	3
Harbor tugs (very serviceable)	4
Barges (3,900 tons additional, for service on harbor or river)	13
Harbor barges (1,500 tons capacity, built for rough weather)	1
Total	76

These vessels are specially built for service in the harbor of St. Michael and the Yukon River.

The tariff of rates on this route from the Pacific coast to Dawson are attached.

Rates from Pacific coast ports, viz, San Francisco, Seattle, Tacoma, Port Townsend, Vancouver, and Victoria, to Dawson (via St. Michael).

ALL FREIGHT.

[No single piece or package to weigh over 2,000 pounds.]

On shipment of—	Rate per ton of 2,000 pounds.			
	Group A.	Group B.	Group C.	Group D.
Under 5 tons	\$125	\$120	\$145	\$260
5 tons and under 10 tons	110	120	135	245
10 tons and under 25 tons	105	110	125	225
25 tons and under 100 tons	100	105	117	215
100 tons and under 200 tons	95	105	112	205
200 tons and under 500 tons	90	100	108	200
500 tons and over	85	95	103	195

Minimum charge per shipment, \$20.

OATS, FEED, AND LUMBER.

Less than 10 tons	per ton..	\$120. 00
10 tons and over	do	100. 00
Lumber	per M feet..	147. 50

MINING MACHINERY.

The following articles used in mining will take Group A rates unless otherwise specified:

Air compressors; chain tongs; copper plates; derrick irons; drills, steel; engines, K. D., not weighing over 2,000 pounds; hoisting engines, K. D., not weighing over 2,000 pounds (over 2,000 pounds and up to 3,000 pounds, add 20 per cent to the rate; over 3,000 pounds and up to 4,000 pounds, add 30 per cent to the rate; over 4,000 pounds, special contract. In all cases K. D. All engines S. U. taken by special contract only); fittings, brass valves, cocks, etc.; fittings, steam pipe, all sizes; noise, friction, belted, and geared, K. D.; hose, steam, all sizes, boxed, coiled, or baled, O. R. of chafing, Rel. (Group B); hose, water, all sizes, boxed, coiled, or baled, O. R. of chafing, Rel. (Group B); hose, suction, all sizes, boxed, coiled, or baled, O. R. of chafing, Rel. (Group B); hose, all sizes, in rolls, boxed or coiled, O. R. of chafing, Rel. (Group B); hydraulic pipe, subject to special rates on displacement basis; hydraulic giants (Group B); hydraulic hose (see hose); iron sheaves; link belting; pipe, steam; pipe stock and dies, and pipe vices; picks, unhandled; pick handles (Group B); pulleys and belting; pumps; quicksilver; rope, manila (Group B); rope, wire; shaft boxes; shafting; shovels in bundles (Group C); sprocket wheels; T rails; tackles and snatch blocks; thawing points; wheels, cars, and axles; tools, including wrenches and pipe cutters; boilers, measuring not to exceed 80 cubic feet to the ton of 2,000 pounds (Group B); boilers, measuring over 80 cubic feet to the ton, but not over 110 cubic feet to the ton of 2,000 pounds (Group C); over 110 feet taken only by special contract (provided the above do not weigh over 4,000 pounds per boiler; if over 4,000 pounds add 20 per cent to the rate up to 8,000 pounds; if over 8,000 pounds, special contract).

Goods from United States ports must be accompanied by four certified copies of invoices, and two copies of bills of lading.

The following certificate must be written or stamped on the face of each and every certified invoice covering shipments from and to above points:

"This invoice is true and correct; and where there is a difference between any of the prices shown therein and the ordinary credit prices at which the same articles are now sold bona fide by the exporter in like quantity and condition at this place for consumption in this country, the latter prices are shown on the margin or elsewhere on such invoice."

Goods from Canadian ports must be accompanied by two certified copies of invoices (certificate clause not necessary on these); three copies of bills of lading, and four copies of Canadian customs special steamer manifest must be made out, one of which is to be filed by purser with customs at point of origin, and three copies sent with goods to Eagle.

All of the above papers are necessary for customs purposes at St. Michael.

Each package must be plainly marked, showing consignee and destination and contents of package.

Invoices must show the exact number of packages, and this number must agree with number on bill of lading.

Goods shipped from Canadian ports to points in British territory via St. Michael, in bond, are bonded through the United States territory duty free.

TAXES.

The amount of assessment in Dawson for the current year was as follows:

Land.....	\$1, 946, 490
Buildings.....	2, 342, 850
Realty.....	4, 289, 340
Personal.....	8, 346, 000
Income.....	1, 467, 200
Total.....	14, 102, 540

Last year's assessment was:

Real property (2 cents).....	\$1, 107, 330
Improvements (1 cent).....	1, 487, 580
Personal (one-half cent).....	9, 392, 800
Income (1 cent).....	1, 448, 100
Total.....	13, 435, 810

The population on May 8, 1900, was 16,490, and it is not expected that this year's census will make much change in these figures.

SHIPPING: IMPORTS.

The total number of vessels arriving from St. Michael during the year ended June 1, 1901, was 56, aggregating a tonnage of 23,748. These carried 12,784 tons of goods. The crew numbered 1,384 persons. The total number of vessels that left Dawson for St. Michael was 64, with a tonnage of 27,532, carrying a cargo of 202 tons by weight, or 49 tons by measurement. The crews of these outgoing vessels numbered 1,996. The number of vessels in the coasting trade, plying between Dawson and White Horse and intervening ports, arriving at Dawson was 267, with an aggregate tonnage of 54,627; the aggregate number of the crews was 4,748. The total number of vessels departing from Dawson in the coasting trade on the Yukon River between Dawson, White Horse, and intervening ports was 225, with a registered tonnage of 48,089, the total number of the crews being 4,737; the amount of freight carried is not obtainable.

The number of new vessels registered at the port of Dawson was three, the total value \$50,000.

The customs officers at Dawson, from all the information at their command, estimate that the total value of the imports into the Territory for the past year, goods both dutiable and nondutiable, would be, at the least calculation, \$6,000,000. Two and one-half million dollars' worth of goods was shipped from Vancouver to the Yukon during the year, two-thirds of which was Canadian.

DAWSON WATER SUPPLY.

Water is obtained from a well 12 by 12 by 40 feet. Two large pumps and boilers are operated, the water being pumped into the mains after

passing through a large steam heater. About 7 miles of pipe are in use, and 2 more miles are yet to be laid. All side lines of pipe are cut off during the winter months, and those having constant circulation are the only ones used. They are inclosed in water-tight wooden boxes. In winter, over the public hydrants and taps are placed corrugated iron housings, 8 feet in diameter, lined with heavy asbestos paper sheeting, and containing small stoves to keep hydrants from freezing. A reservoir is being built for summer use, but direct pumping is necessary for winter months. Rates for families are from \$4 to \$5 per month; for hotels, saloons, restaurants, from \$15 to \$50 per month.

CLAIM REGISTRATION.

The report of the registrar's office for the year ended June 30, 1901, compared with the previous year, is as follows:

Month.	Number of documents recorded.	Number of certificates of title issued.	Fees received.
1900.			
July	187	30	\$964.00
August	199	47	567.15
September	251	61	739.00
October	181	38	525.86
November	118	36	328.85
December	58	7	162.96
1901.			
January	67	6	165.80
February	82	24	206.70
March	108	20	272.85
April	136	38	408.65
May	220	63	488.05
June	364	96	931.95
Total	1,961	466	5,745.81
1899-1900 (July to June)	1,134	31	2,410.65
Increase	827	435	3,285.16

POSTAL SERVICE.

During the closed season of navigation and as soon as the river froze up so as to permit the stages to run, mail was received twice a week and dispatched once. Since the opening of navigation this spring, mails have come at least three times a week and have been dispatched by every British Yukon Navigation Company boat leaving for White Horse.

The only drawback is that during the time navigation is closed, no second-class mail matter is carried.

It is probable that Dawson transacts the largest money-order business in the world. Last year it was over \$900,000, and this year has started with a much larger amount for the first two months, being nearly \$400,000.

TIMBER REVENUES.

The revenue received at the land office and at the several sub-agencies for the year was as follows:

From Crown timber branch	\$78,180.78
From Dominion lands branch	63,430.65
Total	141,611.43

The figures, compared with the revenue received in the corresponding period of the year previous, show an increase of \$24,347.37 in the Crown branch and a decrease of \$4,214.59 in the Dominion lands branch. There is due \$10,400 as the last installment on the purchase price of 1,040 acres of coal lands.

LAW ADMINISTRATION.

Order is preserved in the Yukon territory by the Northwest mounted police, a body of men modeled somewhat after the Royal Irish constabulary.

The Northwest mounted police is a civil force under the statutes of Canada, having jurisdiction in any province of the Dominion. The force serving in the Yukon territory is composed of two divisions, one at Dawson and one at White Horse, Dawson being the headquarters for the Yukon territory.

The total strength of each division is as follows: B Division, Dawson, 10 officers and 165 N. C. O.'s and constables; H Division, White Horse, 6 officers and 120 N. C. O.'s and constables. Both divisions are under the command of a superintendent.

The outposts or detachments of B Division are as follows: On the Yukon River—Hootchi-ku, Selkirk, Selwyn, Halfway, Stewart, Ogilvie, Indian River, and Fortymile; average distance about 30 miles apart. On the creeks—Grand Fork, Dominion, Sulphur, Hunker, Gold Run, Eureka, and McQuestion.

Outposts or detachments of H Division: At the boundary line on the Stikine River—Pleasant Camp, on Dalton trail; Wells, on Dalton trail; Dalton House, on Dalton trail; Bennett, British Columbia; White Pass Summit, British Columbia. On lakes and rivers—Caribou, Yukon territory; Tagish, Miles, Upper Le Barge, Lower Le Barge, Hootaliqua, Livingston Creek, Big Salmon, Little Salmon, Tantalus, and Five Fingers.

Detachments are also stationed at Chico and Montague, on the cut-off, during the winter months, and the detachments at Big and Little Salmon close during that period.

The whole of the settled portion of the Yukon territory is covered by patrols made from the different detachments and from division headquarters. Horses are used by the creek detachments in making patrols. In winter, the river and outside detachments use dog teams and in summer, they patrol with canoes.

A special patrol with saddle horses is made once a month, commencing at Pleasant Camp, on Dalton trail, taking in all settlers, miners, etc., to Five Fingers, on the Yukon River.

The duties performed by the officers, in addition to their ordinary police duties, are magisterial and coroner work, registration of births, marriages, and deaths, and collection of royalty in assisting the customs department at both ends of the territory, viz, at Fortymile, Yukon territory, and White Pass Summit, British Columbia. An officer is acting as subcollector at Pleasant Camp, British Columbia, and at Wells, also on the Dalton trail, assisting the mining recorders, Crown timber and land department, and Government telegraph service.

It is the duty of every member of the force to enforce the law under the criminal code and ordinances, etc., look after the streets and water front, both at Dawson and at White Horse, inspect all freight coming

into the country for contraband liquor, etc., act as court orderlies, take census when required, take charge of effects of all persons dying intestate and hand the same over to the public administrator, care for indigents, inspect all liquor licenses and licensed premises, and guard banks every night.

The police guard rooms are the common gaols and penitentiaries of the Yukon territory, and are under the immediate charge of the officers commanding divisions.

Detachments are stationed in the towns of both Dawson and White Horse, and patrol every portion of them night and day.

J. C. McCook, *Consul.*

DAWSON CITY, *September 2, 1901.*

NEWFOUNDLAND.

CLIMATE.

The climate of Newfoundland is temperate. Extremes of heat and cold are not felt in the summer or winter seasons, the thermometer rarely rising above 80° F. or falling below 20°. The city of St. Johns does not enjoy the best climatic conditions of the island, owing to its situation on the eastern coast, where is experienced the full force of the winds from the North Atlantic. Winter sets in usually about the 1st of December and continues until the end of March, when it is succeeded by a long and trying spring season, in which clear weather is of rare occurrence. Summer commences about the 1st of June and continues unabated until the end of September or later. The climate of the west coast of this island is much better than that of the east. The winter season is shorter and less severe, the summer longer and warmer, the atmosphere more humid; and these favorable climatic conditions, coupled with the existence of better soil, render possible the cultivation in the open air of plants which can exist on the east coast only in frames and hothouses. On this side of the island, conditions of climate and soil closely resemble those of the best parts of Nova Scotia.

WINTER NAVIGATION.

The harbors of the east coast are sometimes blockaded for a few weeks in spring by arctic ice, which, on its annual passage southward, is deflected from its course by easterly winds. It catches on the prominences of the seacoast and remains until the west wind blows it seaward again. This phenomenon endures at longest three or four weeks, and for many seasons in succession is not experienced at all. On the northern portion of the island, the ice blockade for the months of February, March, and April is almost invariable, owing to the conformation of that part of the coast; but this discomfort is not experienced on the south coast, and except in an unusual season, the west coast is open to navigation all the year round for practical purposes. An exception on the west coast is the harbor of Bay of Islands, which, owing to the depth of its indraft, the shelter afforded by the surrounding hills, and the freshening of its waters by the Humber River,

freezes in the same manner as an inland lake, often to the detriment of the herring fishery and generally closing the locality to all navigation.

SOCIAL CONDITIONS.

Owing to the high rates of import duty and the lack of cheap and frequent transport from abroad, the necessities of life are dearer in Newfoundland than elsewhere. Coupled with the low rate of wages, the high prices prevailing entail considerable hardship on the classes of wage-earners and fishermen, who constitute by far the largest portion of the population. Roughly speaking, the population divides itself into the mercantile, professional, and laboring classes, in which last group are included the fishermen, who fish either on shares or wages. The first comprises all the men of comparative wealth, who are entirely engaged in the fishery business or in the conduct of stores, with their clerks and the higher class of servants and commercial agents. In this group, which is the dominant factor of the population in influence, the absence of a leisured class is noteworthy.

LABOR.

Wages of laborers range from 80 cents to \$1 per day of ten hours, and, owing to the dearth of employment, numbers have left and are still leaving for the United States and Canada.

Outside of St. Johns, the population consists exclusively of planters (or small merchants) and fishermen.

MANUFACTURES.

The manufactures of Newfoundland, exclusive of fishery products, are few in number.

Cordage.—Most of the cordage and nets used in local vessels are manufactured in St. Johns by the Colonial Cordage Company, Limited.

Boots and shoes.—The demand for boots and shoes of the cheaper grade, used by the laborers and fishermen, is supplied by the St. Johns Boot and Shoe Manufacturing Company, Limited, the Harbor Grace Boot and Shoe Manufacturing Company, Limited, and Parker & Monroe, manufacturers, of St. Johns.

Nails.—Cut and wrought-iron nails, sufficient to supply the needs of the country, are manufactured by the St. Johns Nail Manufacturing Company, Limited, wire and copper nails being imported.

Stoves and castings.—The stoves and light iron castings used in the country are manufactured by the Consolidated Foundry Company, Limited, and while some such articles are imported, the general demand is sufficiently filled by this company.

Foundry and iron work.—The Victoria Engine and Boiler Works and the Terra Nova Engine and Boiler Works do a fair business, principally in the repair of ships. No iron is locally smelted and heavy castings are not made. The former company is located on the dry dock premises.

Tobacco.—The greater portion of the tobacco of cheap grade consumed in this country is manufactured by the Newfoundland Tobacco Works, Limited, of St. Johns. This manufacture is protected by a duty of 33 cents per pound and 6 per cent ad valorem on imported tobacco.

Barrels, etc.—The “drums” or packages in which fish are generally shipped are almost exclusively manufactured by a company owning a factory on the south side of St. Johns Harbor. Inasmuch as by far the greater part of the fish shipped goes from St. Johns, this factory, which has only lately started, bids fair to do a very considerable business.

Butter and substitutes.—There are no government dairies nor any factory for the manufacture of pure butter on a commercial scale. A small supply of dairy butter comes from the west coast, but the greater amount of that consumed is imported from Canada. Artificial substitutes for butter, of good quality, are manufactured in St. Johns by Harvey & Co. and Hearn & Co., and the demand is fully supplied from these sources.

COMMERCIAL TRAVELERS.

Commercial travelers are not taxed either by the municipality or the government. They are given rebates of passage money by the Reid Railway Company. Their samples are admitted free, on condition that they will not be disposed of in the country without payment of duty.

TRANSPORT.

The Newfoundland Railway, leased by R. G. Reid, furnishes means of overland access from St. Johns to Port au Basques, on the west coast, by a line 560 miles long. In its passage the line touches the head of Bonavista Bay, reaches Notre Dame Bay by a short spur, and, proceeding thence across the country to Bay of Islands, runs southerly to Port au Basques, its western terminal. Communication is here established with the mainland by steamers running in connection with the mail trains to Sydney, Cape Breton, 90 miles journey by sea, where connection is made with the railway systems of the continent through the Intercolonial Railway.

The railway journey across Newfoundland occupies twenty-four hours.

Mail trains arrive at St. Johns on Mondays, Thursdays, and Saturdays, and depart on Tuesdays, Thursdays, and Sundays.

The time of passage between St. Johns and Boston is four days, New York five, and Philadelphia six.

Local communication is effected by steamers run in connection with the railway system, which ply on the great bays of Trinity, Bonavista, Notre Dame, and Placentia, as well as between St. Johns and Port au Basques and between St. Johns and Labrador and Port au Port and Labrador.

The town of St. Johns is connected by rail with the town of Placentia through Whitbourne Junction, a whole distance of 88 miles.

The town of Harbor Grace is connected with St. Johns in the same manner; distance, about 90 miles.

POSTAL RATES.

In the interest of American manufacturers and others who use the post-office largely for the transmission of circulars and advertising matter, it is proper to draw attention to the fact that rates of postage differ from those prevailing between the United States and Canada. Postage rates from the United States to Newfoundland are: Letters,

5 cents per half ounce; book matter in unsealed envelopes, 1 cent for 2 ounces, and post cards, 2 cents. Owing to letters being stamped with the Canadian rate of postage and circulars and book matter being insufficiently stamped and sent in sealed envelopes, thousands of communications are yearly refused here on account of penalty postage. Much dissatisfaction is occasioned by the arrival of American letters insufficiently stamped and taxed accordingly, and I am fully warranted in saying that much business is lost to American advertisers, whose communications do not reach the persons to whom they are addressed. By attention to this seemingly unimportant detail, a considerable advantage might be reaped by the trade, as business men here are always ready to examine articles coming from America, which generally bear the stamp of novelty.

FISHERIES.

Newfoundland is chiefly dependent on her fisheries. Agriculture, mining, lumber, and pulp industries are only auxiliaries to the chief industry, but are capable of much greater development. When capital is employed from outside, this island ought to support a much greater number of inhabitants than it has at present. Until recently, when the railway crossed the island from east to west, the whole population—some 200,000 people—fringed its shores, the majority living by fishing and hunting.

Cod.—The cod fishery has been prosecuted in much the same manner for centuries—by hook and line, in punts from the shore; the bank fishery in schooners, with trawlers, and the cod trap, which has superseded the cod seine in most cases in the shore fishery. It is an arduous enterprise, entailing much hardship and daring.

The present year promises an average catch; the cure, owing to fine weather, will be good, and demand in Europe continues favorable. Brazil does not sustain the high prices of last year.

Cod oil is regulated naturally by the catch of fish, and is obtained by process of decomposition of the liver in the sun. Little or none is refined here now for medicinal purposes.

For the fiscal year ended June 30, 1901, the exports of cod fish and oil to the United States were as follows: Codfish (dry), \$155,000; cod oil, \$147,000.

Herring.—Herring decreased much in quantity the past winter, as, owing to mildness of weather, the fish could not be frozen, and vessels from the United States were unsuccessful in obtaining cargoes in consequence.

The law prohibits export of herring in bulk, but permission is granted to Americans to export them in bulk if frozen, on condition that vessels comply with regulations stipulating a minimum price to be paid to fishermen for them, at the rate of \$1.25 per barrel.

During the fiscal year, \$19,300 worth of salt herrings was shipped in barrels to the United States.

Salmon.—The salmon fishery is an industry of small importance, the policy of the government tending to the protection of rivers; \$11,000 worth of salmon, in tierces, was shipped to the United States.

Lobsters.—This is a declining industry, but efforts are being made by the department of fisheries to revive it, by the establishment of closed seasons and of hatcheries.

During the fiscal year, \$19,500 worth of canned lobsters was shipped to the United States.

Seal.—This fishery, during March and April, 1901, yielded above an average catch. Twenty steamers were engaged therein, employing 4,000 men, and they secured about 350,000 seals, valued at \$500,000, of which the men got one-third and the owners the remainder.

The work is risky and requires the hardest of men, while their want of accommodation when the steamers are filled with seals is beyond description. Vessels often arrive with deck loads and with every available space below decks filled with seal pelts. Narrow escapes from shipwreck are of frequent occurrence.

Of this catch, \$52,000 worth of seal oil and \$53,000 worth of seal skins were sent to the United States during the fiscal year.

AGRICULTURE.

The cultivation of land is not extensively engaged in. The greater portion of that farmed is in the neighborhood of St. Johns. The usual products are hay, oats, potatoes, cabbage, and turnips. A supply sufficient for home consumption is not raised.

METALS.

The metals produced in Newfoundland at present are copper and sulphur ores, chrome iron and hematite iron. The hematite is produced from the Wabana mines, at Bell Island, Conception Bay, and chiefly went to Sydney, Nova Scotia, for the Dominion Iron and Steel Company; a quantity is sent to Europe direct, and some to the United States. During the fiscal year, the value of the iron ore exported to the United States was \$107,000, a decrease of \$20,000 from the previous year. A quantity of sulphuret of iron (some \$96,000 worth), which was shipped last year to the United States by the Pyrites Company, Limited, from Pilley's Island, Notre Dame Bay, is unrepresented in this report, owing to the mine being closed. No other iron of importance is being worked.

The principal producer of copper ore is the Tilt Cove mine, managed by the Cape Copper Company, and situated at Tilt Cove, Notre Dame Bay. It exported last year some 70,000 tons of sulphuret, carrying iron and gold contents and yielding a net profit of about \$360,000. Other copper mines have been discovered and some are in course of development, but the whole of this industry is hampered by want of capital.

Important discoveries of slate of the best quality have been made in Trinity Bay. Welsh quarrymen were imported to work them during the past year. Many other claims were taken, and they give promise of a growing industry.

Coal is believed to exist largely on the west coast, but so far it has not been worked on a commercial scale.

RAILWAY.

The railway is operated by R. G. Reid, as contractor with the government, under a fifty-year lease. In return for his anticipated expense of operation, he has received grants of 2,500,000 acres of land,

which have all been located. At the recent session of the legislature, the government was authorized to purchase the reversion of the railway at the end of his lease, which was formerly vested in him, and his grants of land, then amounting to about 4,000,000 acres, were reduced to the area above mentioned by repurchase. The railway and kindred enterprises have been converted by Mr. Reid into a joint stock company, under the name of the "Reid Newfoundland Company, Limited," with a capital of \$25,000,000, divided into shares of \$100 each. It is believed that these shares are soon to be issued for public subscription.

TELEGRAPH SYSTEM.

The telegraph system of Newfoundland is partly under control of the government and partly owned by the Anglo-American Telegraph Company. After 1904, when the charter of the Anglo-American Telegraph Company expires, its land lines will become the property of the government.

Arrangements have recently been made by the government with the Marconi Company for the establishment of the system of wireless telegraphy across the Straits of Belle Isle.

TARIFF AND REVENUE.

There is a slight increase this year in import duties (say about 2½ per cent) on manufactured goods. There is no discriminating taxation, all countries, including Great Britain and her colonies, being placed on the same footing. Revenue collected by customs, at an average of 30 per cent on \$6,500,000 worth, yields about \$2,000,000 annually, and other sources of revenue (say \$150,000 more) make a total of \$2,150,000, or about \$10 per head of population of the island.

This amount does not include about \$100,000 raised by direct taxation in St. Johns, being the municipal taxes on water, sewerage, etc., which adds about \$2.50 to the per capita taxation of the inhabitants of the city.

EXPORTS TO UNITED STATES.

The volume of export trade for the fiscal year ended June 30, 1901, has been, so far as the United States is concerned, about \$40,000 greater than that of the previous year.

CURRENCY.

The currency consists of local issues of gold, silver, and copper coin, in decimal currency, and the notes of the undermentioned banks. The gold coin is in \$2 pieces. The silver coinage is in 5, 10, 20, and 50 cent pieces. The copper coinage is in 1-cent pieces. A new element has been added to the currency by the adoption by the Government of the system of paying for public road work by negotiable treasury notes, called "cash notes." The expenditure thus covered amounts to about \$150,000 per year.

The standard of value is the English sovereign, made, by the currency act passed in 1895, to be equal to \$4.86½. Before the passage of this act the same standard obtained, but the value was \$4.80.

By the same act, United States gold eagles and other gold coins minted since July 1, 1834, were made legal tender at face value.

Before the passage of this act, the eagle passed current at \$9.85, and other gold coins in proportion.

The bank rate for demand drafts on the United States is one-fourth of 1 per cent. On sums under \$100, time drafts, a minimum charge of 50 cents is made.

Sterling exchange varies according to New York rates, which govern the prices at which it is sold by the banks.

BANKS.

Three branches of Canadian banks do the business of the island—the Bank of Montreal, the Bank of Nova Scotia, and the Royal Bank of Canada, which are all banks of issue. The Government Savings Bank is a bank of deposit only. This bank and the Bank of Nova Scotia have branches in Harbor Grace, which constitute all the banking facilities outside St. Johns.

HENRY F. BRADSHAW,
Vice-Consul.

ST. JOHNS, *August 31, 1901.*

TRADE STATISTICS.

Imports and exports of Newfoundland during the year ended June 30, 1901.

From and to—	Imports.	Exports.		
		Produce and manufacture of the colony.	Produce of other countries.	Total.
United Kingdom.....	\$23,269,233.49	\$1,177,199.00	\$54,742.00	\$1,881,941.00
Canada.....	2,476,220.16	656,310.00	56,436.00	711,746.00
British West Indies.....	322,538.16	820,481.00	715.00	821,196.00
Ceylon.....	36,848.00			
India.....	411.00			
Gibraltar.....		592,402.00		592,402.00
Cape Colony.....	50.00			
United States.....	2,088,465.45	869,708.00	14,360.00	884,068.00
Russia.....	160.00			
Italy.....	1,902.00	30,000.00		30,000.00
Sweden.....	4,966.00	1,250.00		1,250.00
Belgium.....	873.29	19,431.00		19,431.00
Austria.....	356.00	1,806.00		1,806.00
France.....	6,458.00	77,660.00		77,660.00
Mexico.....	25.50			
American West Indies.....	548.00	8,475.00		8,475.00
Spain.....	99,646.00	364,256.00		364,256.00
Portugal.....	28,169.20	1,187,676.00		1,187,676.00
Brazil.....	168.00	2,100,031.00		2,100,031.00
Germany.....	83,467.18	111,696.00		111,696.00
Norway.....	2,043.40			
Holland.....	15,451.00	98,100.00		98,100.00
St. Pierre.....	16,441.11	4,624.00	771.00	5,395.00
Panama.....		283.00		283.00
Costa Rica.....		1,038.00		1,038.00
Colombia.....		6,578.00		6,578.00
Denmark.....		4,960.00		4,960.00
Total.....	7,461,525.44	8,232,954.00	127,024.00	8,359,978.00

GEORGE O. CORNELIUS,
Consul.

ST. JOHNS, 1901.

NAVIGATION.

Statement showing the number, nationality, and tonnage of shipping entered and cleared at the ports of Newfoundland during the year ended June 30, 1901.

Nationality.	Sail.		Steam.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Entered:						
United Kingdom.....	148	2,068	185	248,880	233	245,948
British possessions.....	993	67,923	374	161,362	1,367	229,285
United States.....	189	16,693	.....	.....	189	16,693
Norway.....	30	2,269	100	168,209	120	170,478
Denmark.....	7	950	8	19,606	15	20,556
Italy.....	.....	.....	6	13,261	6	13,261
France.....	12	457	.....	.....	12	457
Germany.....	.....	.....	1	2,166	1	2,166
Brazil.....	1	159	.....	.....	1	159
Total.....	1,370	90,514	624	608,484	1,994	698,998
Cleared:						
United Kingdom.....	184	18,689	150	275,045	234	293,684
British possessions.....	909	61,141	297	120,661	1,206	181,732
United States.....	84	7,665	.....	.....	84	7,665
Norway.....	19	2,808	100	168,209	119	170,517
Denmark.....	10	1,259	8	19,606	18	20,865
Italy.....	.....	.....	6	13,261	6	13,261
Brazil.....	2	318	.....	.....	2	318
France.....	5	232	3	106	8	338
Germany.....	1	119	1	2,166	2	2,285
Total.....	1,164	91,681	565	599,044	1,729	690,725
Total entered and cleared.....	2,534	182,195	1,189	1,207,528	3,723	1,389,723

FRENCH NORTH AMERICA.

FISHERIES.

Nearly every industry in St. Pierre is connected with the cod fisheries. The first six months of the year are months of preparation for the season's campaign. The vessels engaged in the fisheries are overhauled and repaired, the goods ordered from France are received, the fishermen engaged in France for work here arrive, the necessary supplies are placed on the boats, and from the first of April until the last of May they depart for the fishing grounds. Nearly all return by the last of June or the first of July with their first cargoes of fish. In order to export the catch and secure the bounty of \$1.93 per quintal, the fish must be dried. Unless the price has been very low, all of the catch of the former season has been sold and shipped; consequently the business of exportation, especially to the United States, is at a standstill for the first half of the year. Fish to the value of \$1,985.07 was shipped to the United States between January 1 and July 1, 1901, while in the next three months there was exported thither \$23,690.57 worth.

COMMERCE.

The importations from the United States from January 1 to July 1, 1901, show a striking decrease, being about \$100,000, as compared with double that amount for the corresponding period in 1900. This

decline will, in all probability, be followed by an increase for the final half of the year.

Commerce in general has been falling off for a number of years, but it is the prevailing opinion among merchants here that the lowest limit has been reached. This decrease in trade is too lengthy a matter to be fully entered into in this report, but, briefly, much of the decline may be attributed to the increased vigilance of the revenue service of Canada in overhauling and punishing smuggling into the Dominion. Smugglers found this port a most convenient place to buy wines, liquors, and other French goods. The cutting off of this trade had the effect of retiring from business many formerly prosperous houses.

Another blow to the trade of St. Pierre, and one which affected the fisheries as well, was the passage of the now famous "bait bill" by the legislature of Newfoundland, which forbade Newfoundlanders taking bait for the purpose of selling it at St. Pierre, and also prohibited the French from securing bait in Newfoundland. The bait business at St. Pierre was once most valuable, and since the passage of this act the fishing business has been greatly hampered. The situation offers a chance to sell a refrigerating plant for the preservation of bait and the manufacture of ice. There is every prospect that such a plant will be established here, and I have recently received a number of inquiries for the address of manufacturers, but have been unable to supply the information.

The trade of this colony has evidently reached its lowest point, with every prospect of a slow but healthy revival.

CONTRACTS.

It is proposed by the government to extensively improve the inner harbor of St. Pierre, deepening it both by blasting and dredging. This work is to commence during the summer of 1902, and the contract is to be given to the lowest bidder. The French consul at Boston is authorized to give information and receive bids for this work.

The contract for carrying the mails once every two weeks from this port to Sydney, Cape Breton, or Halifax, Nova Scotia, expires September 1, 1902, and a new contract is to be entered upon, to cover for a period of ten years. The French consuls at New York and Boston are authorized to give information and receive bids for this contract. This work is paid for at present at the rate of 60,000 francs (nearly \$12,000) a year.

FISH-DRYING PLANT.

There has been established here a fish-drying plant, after the pattern of fruit evaporators. Much was expected of it in reducing the time and cost of drying, but as yet, it has not met with much success, as the fish have been cooked instead of dried.

NOTES.

Nothing new can be added to my former reports regarding deficiencies in United States methods of packing goods, conditions of transportation, exchange, banking, credits, currency values, cable service,

means of communication with the United States, rates of licenses for carrying on business, regulations affecting commercial travelers, or the condition of the merchant marine.

The merchant marine, which consists almost wholly of the fishing fleet, is protected in its rights by a squadron of three war vessels, arriving in the waters of the colony early in the spring and staying until the closing of the fishing season. In addition to these vessels of war, there is kept on the fishing ground a hospital ship of about 300 tons, steam auxiliary, flying the red-cross flag. This vessel not only cares for the sick, but inspects the condition of the fishing vessels.

QUARANTINE REGULATIONS.

Vessels arriving must report to the quarantine officer and show a clean bill of health. No fee is asked unless inspection is necessary; then \$5 per visit. No bill of health is given by French officials to vessels unless it is asked for.

AMERICAN VESSELS, POSTAL RATES, ETC

There are no laws that discriminate against American vessels more than those of other nations. The postal rates are the same as in France. No parcels post to and from the United States exists. It would materially improve the trade with the United States. There is no law requiring goods to be marked to show the country of origin.

PORT REGULATIONS.

The harbor dues have been raised, and are now 3 francs (equal to 58 cents) per ton for the calendar year. A vessel entering port on January 1 receives a whole year's benefit, while one arriving for the first time in the year in December gets less than a month. Vessels entering for shelter pay but 1.35 francs (26 cents) per ton, and the law reads "must pay if they anchor in the waters of the colony." Thus, if a vessel sailing through the passage between St. Pierre and Miquelon becomes becalmed and anchors to avoid drifting on the rocks she is obliged to pay.

NEW DUTIES.

A tax upon merchandise landed, known as "un droit de statistique," went into effect in September, and is as follows: Each barrel, box, case, sack, or other wrapper containing goods, and each animal landed, pays a tax of 15 centimes (3 cents); goods in bulk pay 15 centimes per 1,000 kilograms (2,204.6 pounds). Baggage with travelers, fresh fish, ballast samples of no value, and merchandise for the State are exempt.

CHARLES M. FREEMAN,
Commercial Agent.

ST. PIERRE, *October 5, 1901.*

MEXICO.

REPORT FROM CONSULATE-GENERAL AT CITY OF MEXICO.

LOCAL IMPROVEMENTS.

Since the present era of peace and prosperity began in Mexico, under the rule of President Diaz, a new capital has been growing up, which bids fair to be ere the close of the present century one of the stateliest, wealthiest, and most beautiful cities of the Americas. During the past twenty-five years, the city founded by Cortes on the ruins of the capital of the conquered Aztec empire has undergone a great change, and each year, the progress of modernizing it is more noticeable. True, the city is losing much of its old picturesqueness, but picturesqueness and civilization are rarely good friends.

Narrow and dirty streets are being superseded by broad asphalted avenues, paved largely by American companies, and beautiful macadam drives, rolled by American steam street rollers and made of stone crushed by American machinery. Street-sprinkling carts are coming into use, and gangs of men are being employed to keep the streets clean. A great canal, built for the purpose of draining the city and furnishing an outlet for its sewage, carrying off the water after the abundant rainfalls of the rainy season and furnishing an outlet for the neighboring lakes, thus preventing the possibility of a recurrence of the former disastrous floods, has been completed a little over a year. A sewerage system covering the entire city is to be finished within the present calendar year.

Parks are being improved and beautified by competent men. Shade trees are being planted. Plazas or public squares, where the poorer classes congregate in great numbers, are being improved.

The city is one of the best lighted in the world. One of the electric-light companies is American, and another firm is now laying light and power cables.

Over 50 miles of electric street railroad have been built and put in operation in this city within the past two years, and 50 miles more will be in operation a year hence. All of the material for this street railroad has come from the United States, save the boilers for the power house.

Automobiles of American manufacture are quite numerous on the streets and in the parks. The private carriages of the wealthy residents are equal to those of any city in the world. Many of the carriages and most of the teams have been imported from the United States.

Modern business blocks, built on the American plan, are being erected, and public buildings with American conveniences are replacing the relics of past generations. American apartment houses are taking the place of the old Mexican "vivienda" buildings, and are proving to be splendid investments. Some years ago, the resident Americans began to build houses in a part of the city then but sparsely settled. This section is now the most desirable residence portion, and land in the vicinity commands higher prices than anywhere else, having increased in value as much as tenfold within the past twenty years. It can not be

said yet that American houses are superseding the Mexican ones, but conveniences, such as bathrooms, closets, kitchens with iron stoves and ranges, grates in living rooms, oil and gasoline stoves, electric lights and bells, etc., are being rapidly introduced into Mexican houses, and practically all the apparatus is imported from the United States. The old patio style of house, with a large court in the center, around which are built the rooms, which is intended for hot countries, and is wholly unsuited to this climate, is being slowly but surely encroached upon by the compact American structure, and this is bound to be more noticeable as land values rise.

Within the present year, some \$10,000,000 Mexican currency has been appropriated by the Federal and municipal governments for improvements in this city. An entire block has been purchased for a site for a national theater, and the demolition of the buildings thereon has already begun. The middle of an adjoining block has been purchased, and the buildings, including the old national theater, have already been removed for the purpose of extending the avenue of the Cinco de Mayo—one of the broadest and handsomest streets of the city—through from the cathedral to the new theater. A new palace of justice is being built; a magnificent post-office is soon to be begun; fine buildings for the geological department, recently established, are being constructed; the national palace is being thoroughly renovated and many other improvements are being considered by the Federal and municipal authorities. Great activity is noticed in all building lines.

CLIMATE.

The climate of the City of Mexico is probably the pleasantest and healthiest of any large city in the world. Situated in the Tropics, it is generally regarded by people living elsewhere as having a tropical climate, with intense heat in the summer months, but its altitude of 7,472 feet above sea level offsets its low latitude, tempers its climate, and renders impossible such marked changes in temperature as are experienced at lower altitudes. Its situation in the center of a great valley, some 200 miles in circumference, completely walled in by high mountains, serves as a further protection against sudden changes in temperature and severe storms.

The mean annual temperature, in the shade, of the City of Mexico for the period of twenty-five years past has been 59.79°F . The average temperature in the shade, by months, during the same period, has been as follows: January, 53.76° ; February, 56.66° ; March, 60.44° ; April, 63.86° ; May, 64.58° ; June, 63.68° ; July, 62.42° ; August, 61.88° ; September, 60.80° ; October, 58.64° ; November, 56.30° ; December, 53.60°F . By these figures, it is seen that the month of May, just preceding the beginning of the rainy season, is the hottest month of the year, with an average temperature of 64.58° , and December, with an average temperature of 53.60° , is the coldest. The difference between the average temperature of the hottest and of the coldest month is therefore but 10.98° . The maximum temperatures usually occur in April and the minimum in March. The greatest fluctuations in temperature occur in March. The month of greatest rainfall is August and the driest months are January and February. Northern winds blow nearly the whole year, except in February and March, when southern winds prevail. Following is a summary of

meteorological data by seasons, taking the first three months of the year as winter, the next three as spring, the next three as summer, and the last three as autumn:

	Winter.	Spring.	Summer.	Autumn.
Mean temperature in shade (Fahrenheit).....	57.02	64.04	61.70	56.12
Mean barometrical height (inches)	22.59	22.58	22.60	22.61
Mean amount of rainfall (inches) .....	.87	6.97	18.08	2.62
Mean number of rainy days	12	44	66	19
Prevailing wind	NW. and S.	E., NW., and NE.	NW.	NW.
Prevailing direction of clouds.....	SW.	SW.	NE.	SW.
Humidity of the air	52	55	71	64
Mean daily evaporation .....	.27	.04	.22	.22
Mean quantity of ozone (0-0).....	3.6	4.8	4.5	3.5

The average temperature in the open air varies but little from that in the shade, the mean annual temperature in the open air for the period of twenty-five years past being 60.10° F., or 0.33 of a degree warmer than the temperature in the shade.

While the temperature varies only a few degrees throughout the year, the daily range is comparatively great, averaging in the shade about 20° and in the open air about 30°. The maximum daily variation in temperature for the past twenty-five years in the shade was 41.22° and in the open air 91.26°. This wide daily range is due to the high altitude. There is always a marked difference between sun and shade temperatures and between day and night temperatures. The latter is an advantage rather than a drawback to the climate. Thus, while it is quite warm during several hours of each day, it is always cool at night. It is also true that while the air becomes somewhat vitiated during the warmer hours of the day, it revivifies itself during the night and is always fresh and wholesome in the morning hours. The range of temperature during the twenty-four hours of the day is never great enough to cause discomfort and is not a source of danger to acclimated persons, though to visitors it renders necessary the greatest care in the matter of wearing apparel. The greatest change occurs in the hour preceding darkness, and one should always be prepared for it. The range of temperature is shown by the following figures: Maximum temperature in the shade in twenty-five years, 89.24°; minimum temperature in the shade in twenty-five years, 28.94°; maximum temperature in the open air in twenty-five years, 120.56°; minimum temperature in the open air in twenty-five years, 19.04°.

There are but two distinct seasons in Mexico—the dry season and the rainy season. The rainy usually begins early in June and lasts until the middle or end of October. There is a saying that “There is never a day that the sun doesn’t shine.” While this is not literally exact, there are not more than 20 days in the year that it is not true. The mean annual number of rainy days for the past twenty-five years has been 141. The mean annual number of cloudy days for the same period has been 119. The mean annual number of lightning days has been 137. The mean annual number of clear days has been 104.

During the rainy season, the mornings are usually clear, fresh, and beautiful. In the afternoons it usually rains, the rains sometimes extending late into the evening, but seldom lasting all night. The rainy season is undoubtedly the pleasantest and healthiest. The attractions of the City of Mexico as a summer resort are certainly as great

as its attractions as a winter resort, if not greater. Americans are gradually learning this, and the tourist travel from the United States during the summer months is continually increasing.

The mean annual rainfall for the past twenty-five years in this city has been 21.49 inches. The greatest rainfall in one day for the same period has been 2.5 inches. The prevailing wind is northwest. The prevailing direction of clouds is southwest. The mean annual wind velocity is 1.8 miles per hour. The maximum wind velocity for twenty-five years past has been 47 miles per hour. The mean barometrical height is 23.13 inches. The maximum barometrical height in twenty-five years was 23.35 inches; the minimum, 22.786 inches.

The mean annual temperature of the soil at a depth of 2.79 feet has been 60.08°; mean annual temperature of water in the shade, 56.48°. The mean annual humidity of the air has been 60 in the shade; in the open air, 61; mean annual vapor tension in shade, 0.32 inches; in open air, 0.326 inches; mean annual evaporation in shade, 0.095 inches; in open air, 0.255 inches; mean annual amount of ozone (0-10), 4.2.

The following tables show the climate of the City of Mexico compared with that of other cities of the world:

City.	Latitude.	Altitude.	Temperature.	Barometer.	Humidity.	Rainfall.
			°F.	Inches.		Inches.
London	51. 31	.....	50. 09	29. 75	82	27. 66
Paris	48. 50	.....	49. 14	29. 67	69	21. 56
Milan	45. 28	.....	53. 06	28. 44	70	45. 52
Florence	43. 46	.....	57. 02	29. 64	.....	35. 85
Naples	40. 51	.....	59. 54	29. 74	.....	28. 12
New York	40. 30	.....	50. 00	29. 80	73	52. 90
Madrid	40. 24	21. 48	54. 32	30. 12	70	24. 43
Washington	38. 54	.....	52. 70	29. 91	74	44. 97
Sacramento	38. 35	.....	60. 62	29. 84	67	18. 42
Melbourne	37. 50	.....	65. 12	29. 97	70	19. 07
Santa Fe	35. 41	70. 20	48. 38	31. 11	49	11. 97
El Paso	31. 47	37. 60	63. 32	26. 12	48	9. 87
Mexico	19. 26	74. 72	59. 77	23. 13	60	21. 49

City.	Latitude.	Average temperature.	Maximum temperature.	Minimum temperature.	Difference.	Rainfall.
		°F.	°F.	°F.		Inches.
Alexandria	31. 12	69. 62	80. 06	58. 82	27. 24	7. 6
Algiers	36. 48	64. 58	77. 00	53. 78	23. 22	
London	51. 33	50. 90	63. 68	38. 40	25. 28	
Nice	43. 41	60. 26	75. 02	46. 04	28. 98	24
Cairo	30. 40	70. 34	83. 84	52. 14	31. 70	
Rome	41. 54	60. 62	75. 92	44. 24	31. 68	30
Berlin	45. 26	59. 80	76. 28	34. 34	41. 94	
Venice	52. 30	48. 20	65. 66	27. 68	37. 98	
Mexico	19. 26	59. 77	89. 24	28. 94	60. 30	21. 49

The natural climatic conditions of Mexico make it one of the healthiest cities in the world; but the former lack of a sewerage system and of sufficient drainage of the valley, and the ignorance and poverty of the poorer classes have given it the very high death rate of 50 per thousand. This statement, alarming as it appears, is not so very startling when analyzed. The high rate is among the poorer classes entirely, and especially among children under 5 years of age. Dr. A. W. Parsons, a leading American physician of this city, places the death rate among the well-to-do classes and among the resident Americans at under 20 per thousand, and states that the general health of the Americans in this city is about that of an average city in the United States. Smallpox

is endemic, but as the Americans and better class residents, generally, are well vaccinated, cases are rare among them. Typhus fever is endemic, but never epidemic, and rarely attacks those living in good sanitary surroundings. Cases of malaria develop in a mild form, but are infrequent. Typhoid is also endemic, but seldom occurs among the American colony. Cases of organic heart diseases do badly here on account of the high altitude. The climate is an ideal one for tuberculosis, asthma, and hay fever.

It is a fact, so far as Americans are concerned, that invalids who come here, unless suffering from organic heart trouble, do better than persons in good health. The climate and high altitude are certainly enervating, and no person can do as much work as in a lower or a higher altitude. Most Americans, and especially those employed in offices, find it necessary to go to a lower altitude for a few days two or three times a year.

POPULATION.

The population of the City of Mexico, according to the census of October, 1900, was 368,777. This census, however, was notoriously inaccurate, and the present population is placed most conservatively at 400,000. The federal district, embracing the city and its suburbs, had, according to the census of October, 1900, 540,478 inhabitants, but allowing for inaccuracies of the census, this should be raised to at least 600,000.

The City of Mexico is far more compactly built and densely populated than any city in the United States. It is practically impossible to give its exact area, owing to the fact that there is no accurately defined line which embraces the city proper, but the area of what is generally considered the city and in which the 400,000 inhabitants above accredited to this city live, is approximately 4 square miles, giving a density of population of 100,000 inhabitants to the square mile. Some districts are, of course, more thickly populated than others. The density in the districts inhabited by the poorer classes, which form by far the larger proportion of the total population, is probably about 150,000 per square mile. Considering that most of the houses in this city, and especially those occupied by the poorer classes, are of one story, this density is remarkable. With this fact alone in view, it is easy to understand the high death rate of the city.

Of the foreign colonies, the Spanish is, naturally, the largest. It is estimated to number about 10,000. The American is next in point of numbers, aggregating about 4,000. The French colony has about 3,000; the English colony, about 1,500; the German, about 1,000, and the Italian, about 400.

The total number of Americans in the Republic is about 10,000.

WEALTH.

The total value of real estate in the City of Mexico is estimated by the department of contributions to be about \$157,000,000 Mexican currency, but this is only an estimate and the actual value is probably much nearer \$300,000,000 Mexican currency, or say \$150,000,000 United States currency. The system of taxation upon real estate renders it extremely difficult to get at actual values of property, as taxes are levied upon the income from property instead of upon its

value. Very little attention has been paid in the past to statistics in Mexico, and it is only in recent years that anything like accurate figures could be obtained. Even now, the compilation of any reliable general statistics is very difficult.

SOCIAL CONDITIONS.

As stated before, the poorer classes are greatly in the majority in this as in all Mexican cities. The condition of these classes is slowly but certainly improving. In the great improvements which are now being made, the poor have not been forgotten. The mayor, the Hon. Guillermo de Landa y Escandon, is not only a progressive man, but also a philanthropist. The parts of the city inhabited chiefly by the poorer classes are being improved and cleaned, but it will take generations, perhaps centuries, to teach these people to observe sanitary habits in their homes. An appropriation of \$1,200,000 has recently been made by the Federal Government for the completion of a general hospital; \$400,000 has been given to the erection of a general insane asylum; \$200,000 to work on the new general asylum for the poor, and \$1,500,000 to schools in the federal district.

The price of common labor is gradually rising, whatever may be said of its value. As in all congested centers of population, the condition of the poorer classes in this city is worse than in the country and smaller towns. Prices of food, clothing, and rents are high, and it is and may always be impracticable for the poor to procure proper food, clothing, and living quarters for what they are able to earn. It is quite impossible to compare the situation of the poorer classes here with that of similar classes in the United States, or to give an American reader an adequate idea of the conditions under which they live in this country.

The Federal Government has very recently issued a decree prohibiting gambling, and the public gambling houses of this city have just been closed. The lotteries have not yet been stopped, but they will probably soon fall under the ban. Bull fights, formerly the great national amusement, are becoming of less and less frequent occurrence, and are now permitted by law only during the winter months. Cock fighting is also on the wane. The greatest problem with which social economists now have to deal is the pulque traffic.

Social relations between resident Americans and the Mexicans are becoming closer each year. Americans are yearly coming in increasing numbers to live and to engage in business. American capital is becoming more deeply interested in this city and in the entire Republic. Many of the Americans come with the expectation of remaining here permanently. One notes an increased disposition on their part to buy lots and build houses. The strengthening of commercial ties is bound to strengthen social ties between the two peoples, and the influence of American customs upon the customs of the native people is beginning to be felt. Americans residing here, or temporarily sojourning in this country, are universally treated with the greatest consideration and courtesy, officially and personally, by the Mexican people. It is almost unnecessary to state at this late date that property and life are as safe here as in the United States, that the laws are rigidly enforced, that a foreigner obtains justice just as fully as a native, and that the personal liberty of every man is zealously guarded.

COST OF LIVING.

The cost of living in Mexico depends largely upon the tastes and adaptability of the person. In a general way, it may be said that if native products are consumed, the cost of living is about the same in gold as in the United States; if imported products are used, the cost of living is 50 to 100 per cent greater. As applied to Americans, the cost of living depends largely upon the length of residence in Mexico. An American family coming to this city, accustomed to the conveniences of the United States, finds it extremely difficult to live here at all for the first year or two. It is simply impossible to obtain the comforts and luxuries one finds at home. To begin with, the houses are built differently. The common form of a Mexican house is that of a square box, with the rooms built around an open court, without any method as to arrangement or convenience. The walls are of stone and very thick, holding moisture a long time during the rainy season. This makes the rooms damp and chilly, and renders fire necessary on many days. There is no provision for heating, and a Mexican raises his hands in horror at the suggestion of fire in a living room. An American is always warned on coming here against having his house warm and then going out into the open air. It is true that great care must be used, as pneumonia is perhaps the most deadly disease at this altitude, but there is no doubt that a little fire in living rooms adds greatly to the comfort of staying in them. Oil stoves are sufficient, and they are gradually coming into use.

Bathrooms are seldom found in Mexican houses, it being the custom to go to bath houses for one's bath. This deficiency is being supplied in the new houses, but as yet there are not many modern houses in Mexico. Kitchens are supplied with *braseros*, or charcoal cooking ranges. An American housewife finds it difficult to cook with charcoal at first and wants an American iron cooking stove. Wood for fuel is very expensive, costing about 25 cents per arm load, as it is sold here. Charcoal costs about \$1 Mexican (say 50 cents gold) per bushel, and is much cheaper as fuel. The question of servants is a serious one, as Mexican servants are almost worthless, from the American standard of good service.

The expenses of the table vary, as before stated, with the tastes of the individual. The following approximate prices, in gold, of various staples give an idea of the cost of living:

Meat.—Roast beef, 17 cents per pound; beefsteak, 17 cents per pound; boiling beef, 8 cents per pound; roast pork, 17 cents per pound; pork chops, 17 cents per pound; pork sausage, 17 cents per pound; veal, same prices as pork; bacon and smoked ham, 23 cents per pound; salt pork, 20 cents per pound; mutton chops, 15 cents per pound; legs, 12 cents per pound; for stew, 9 cents per pound; chickens, 15 cents per pound; turkeys, ducks, and other poultry, same; lard, 15 cents per pound. Lambs are not used as meat here, kids being employed by some people in their stead, the price being about 15 cents per pound, whole. If purchased at Mexican markets, these prices will be slightly less, but meat is cut differently there and most Americans buy their meat from an American market. There is practically no cold storage of meat in Mexico, for the reason that refrigerators are not in general use in private houses. An American meat market here attempted the cold-storage plan, but was forced to give it up, because few of its customers had refrigerators and the meat would not keep without them.

Mexicans are not accustomed to different grades of meat and use practically one grade, which is about second-class meat in the United States.

Vegetables.—Potatoes average 2 cents per pound and are poor. Beans, peas, roasting ears, tomatoes, lettuce, asparagus, artichokes, cauliflowers, parsnips, etc., if bought judiciously, in season, at the public markets, are fairly good and cost about the same as in the United States.

Fruits.—Most Americans have to cultivate a taste for Mexican fruits. Native fruit is cheap and good, if one likes it. Imported American fruit is very costly.

Canned goods.—Nearly all kinds of canned goods, being imported under a high duty, are very expensive, costing generally about double what they would in the United States. Fruit jams cost about 50 cents per pound; fruit jellies, 62 cents per pound; canned fruit, 32 to 87 cents per 3-pound cans; canned vegetables, meats, and fish, about double the prices in the United States; Mexican coffee, roasted, 20 cents per pound; imported coffee, 37 to 50 cents per pound; Mexican sugar, granulated and in lumps, 6 cents per pound; in cubes, 7 cents per pound; extracts, 30 cents per 2-ounce bottle; pickles, 50 cents per pint and upward; sauces and table relishes, two to four times the price in the United States; farinaceous foods, two to three times the price in the United States; liquors are cheap, costing about one-half as much as in the United States, or even less.

Eggs average 25 to 35 cents per dozen, and it is extremely difficult to get fresh ones. Butter costs from 37 to 45 cents per pound. Bread costs about the same as in the United States, and good bread can be had if one knows where to buy it. Crackers cost two or three times what they do in the United States; spices, about double; baking powders, about the same; table oils are cheap and good.

RENTS.

Rents are extremely high in Mexico. A six-room house or vivienda (flat) costs from \$50 to \$150 (silver) per month, according to location. The same house in a city in the United States, of similar size, would rent for from \$15 to \$25 (gold) per month. A house that would rent in the United States, according to location and appearance, for \$100 gold per month, commands \$500 Mexican silver per month, or about \$250 gold here. Rents of business houses are fully as high in proportion. It may be stated, in a general way, that private or business houses, rented, are expected to yield 12 to 15 per cent per year on the investment. Rents in the suburbs are almost as high as in the city proper.

REAL ESTATE AND CONSTRUCTION.

Real-estate values have increased enormously in this city in the past few years. Lots in desirable residence sections that were worth a few years ago only a few cents per square meter are now worth from \$15 to \$25 per square meter. A desirable building lot, in a choice location, 50 by 150 feet, costs from \$10,000 to \$15,000. In outlying sections and in the suburbs, the cost will be about one-half of this. A house that will cost \$5,000 to build in the United States will cost from \$17,000 to \$20,000, Mexican silver, to build in this city. The follow-

ing figures of the cost of building material and building, obtained from a prominent local firm of American contractors, will be of interest. The cost of brick is from \$14 to \$16 per thousand; a better grade can be bought in the United States for \$4.50 to \$5 per thousand. Lumber of an inferior quality costs \$50 to \$60 per thousand feet; a better quality can be bought in the United States for \$13 to \$14 per thousand. It is impossible to secure properly dried and seasoned Mexican lumber. Imported lumber, with freight and duty added, costs about three times as much as in the United States. Labor is apparently cheap, but is really about three times as expensive as in the United States. These contractors state that from personal experience, they know that one American mason at \$8 per day Mexican silver will do as much work as twenty Mexicans at \$1.25 per day. A Mexican bricklayer will lay on an average 200 bricks per day; an American will lay 3,000 per day. The Mexican bricklayer will require two or three tenders, while one American tender will attend to two American bricklayers.

Sand costs \$2 Mexican per meter; in the United States, it costs about 50 cents gold per meter. Plastering costs 35 cents Mexican per square meter, with rough finish; in the United States, it costs about 17 cents per square meter, with hard finish. Plaster of paris, which costs \$4.75 per ton gold in the United States, costs \$40 Mexican silver per ton here; it is rarely used in Mexico. Neither lath nor wooden partitions are used here. Cement costs \$10 Mexican silver per barrel here, and \$2 gold per barrel in the United States. Building stone is mostly volcanic stone and very poor, except the Pachuca stone, which is costly. Mexican stonecutters are probably better workmen than any other class of Mexican laborers. A Mexican stonecutter, who earns \$1.25 silver per day, does as much and as good work as an American stonecutter at \$4.50 to \$5 gold per day. Mexican carpenters are almost worthless. A carpenter is paid \$1 to \$1.25 silver per day, and he considers hanging one door a big day's work. An American carpenter will easily hang ten doors per day. Doors which cost from \$8 to \$10 gold per opening in the United States cost \$40 to \$60 silver per opening here. All imported articles, such as glass, hardware, plumbing, finishings, steel frames, doors, and lumber generally, cost about three times as much as in the United States.

The cost of construction of business buildings is in about the same proportion. Sites for business blocks, centrally located, bring high prices. To illustrate, the Mexican Government recently purchased the middle of a long block for the purpose of cutting a street through. Lots were sold on either side of the new street for \$120 Mexican silver (about \$60 gold) per square meter for inside lots and \$179 Mexican silver (\$89 gold) per square meter for corner lots.

FURNITURE.

The cost of furniture in Mexico is about three times what it is in the United States. Furniture of native lumber is almost worthless, for the reason that the wood is never properly seasoned. The duty and freight on imported furniture are high. Much of the furniture imported into this country comes from the United States, and it will be found cheaper in the end to buy imported furniture.

While speaking of furniture, it may be said that many Americans

who have come to this city to live and have brought their household effects with them have suffered much inconvenience and loss of time and money because of not taking out consular invoices. An invoice should in every case be taken out at the nearest Mexican consulate, for household goods coming to Mexico.

CLOTHING.

Prices of clothing for men and women vary widely; but in a general way, men's clothing costs about the same in gold here as in the United States, and women's clothing perhaps 50 per cent more. Ready-made clothing is not used as yet to any extent. Cloth for suitings and overcoats is mostly imported from the United States, England, and the Continent, but mainly from England. There has been a healthy growth in the past few years in the importations of woollens for clothing from the United States, and there is reason to believe that we may control this trade in time. Owing to lower duties, cloth imported from Europe is slightly cheaper than in the United States. There are a number of American tailors in this city who do a good business. The adoption of American styles in clothing has been very marked in recent years. Well-to-do Mexicans are discarding the old "charro" suits, high sombreros, and pointed shoes for American-style clothing, hats, and shoes. Imported American hats cost about the same in gold here as in the United States, with freight and duty added. Imported American shoes cost about twice as much in gold here as in the United States. Furnishings cost about the same, with freight and duty added. Underclothing costs about twice as much, with freight and duty added.

In women's clothing, fine imported woollens, silks, and cottons are cheaper here than in the United States, owing to a lower customs tariff; but medium grade things are, as a rule, more expensive than in the United States. Hats and shoes are more costly, and gloves are cheaper. Toilet articles are more expensive. Dressmakers' and tailors' charges are high.

LUXURIES.

All luxuries are much more expensive here than in the United States. Fine china and glass ware are cheaper. Jewelry is perhaps a little cheaper. Carriages, automobiles, bicycles, and the like are very high and pay a heavy contribution tax.

WAGES.

Wages are about the same in gold here as in the United States for the same classes of work. Competent Americans in any line usually find employment, but as a rule, any American who works for a salary can earn as much in the United States as in Mexico, and in the United States he can enjoy many advantages that he can not enjoy here. Hundreds of letters are received at this office from young men in all lines, mostly graduates from some college, who want to come to Mexico to make their fortune and inquire about the openings here for them. The same reply can be given to all of them, viz, Mexico is a bad place for a young, inexperienced man without ample funds in any line he chooses to follow. True, this is a new and undeveloped country and offers great inducements for the investment of capital and to the man with a few thousand dollars who desires to come here and

engage in business. A few people without money to start with come here and make money, but they are the exception. No man working for a salary should come to Mexico without a definite engagement in advance at a better salary than he is able to earn in the United States, or without sufficient funds to live on for several months while seeking employment and with which to return to his home if unsuccessful in finding it.

COMMERCE.

The city of Mexico is to the Republic of Mexico, to an even greater degree perhaps, what Paris is to France. Being the capital of the country and the commercial center, with no other city in the Republic approaching it in population, its influence is supreme; being the railroad center, it is the distributing point for the rest of the Republic; being the banking center, the bulk of the financial transactions of the Republic passes through it. Much of the agricultural and mining business and some of the manufacturing business of the rest of the Republic are directed from this city. In a word, it is the administrative center of the Republic, commercially as well as politically.

From the foregoing, it follows that the trade of the city is nearly as general as that of the entire Republic. The most important single line of trade and that which shows the largest amount of imports is in machinery and machinery supplies. This is practically controlled by Americans. The hardware trade, which is a good one, is largely in the hands of the Germans, though in the past few years American hardware has been making deep inroads into the German imports in this line. While the large hardware stores are run by Germans, all of them now carry large lines of American hardware. The dry goods trade, which is next in importance after the machinery trade, was controlled early in the last century by the English and later by the Germans, but is now controlled by the French. Imports of American dry goods are increasing, however, and they are found in most of the large stores. The grocery trade is controlled by Spaniards, and their monopoly of this line is almost absolute. There is one American wholesale grocery store and a few small retail stores, but these exist mainly to supply the trade of the resident Americans. There appears to be no large field for imports of American groceries in Mexico, the demand being mostly from resident Americans and a few Mexicans who have lived for some time in the United States. Imports of California wines have been steadily increasing in the past few years, as have also imports of American fresh fruits.

The principal employment of the Americans resident here is in the operation of the railroads. The Americans in Mexico may be said to have come with the railroads, and have ever since practically operated them. Aside from the machinery trade, the Americans are preeminent in no other line. There are a few American stores of various kinds in the city, but they supply mostly the trade of resident Americans. Two American furniture stores do a large business. One manufactures furniture here, while the other imports it from the United States. American shoe stores have a small trade among the better class of Mexicans and foreigners, as well as Americans. An American shoe factory is now in course of construction in this city.

One urgent need of the city appears to be a hotel conducted on American lines. The hotels and restaurants of the city are poor, espe-

cially as to service. Whether or not it is possible to manage a hotel according to our standard with profit is problematical, but there is no doubt that the tourist travel to this city and Republic would be greatly increased if there were better hotels.

It should be said that the stores of this city are large and well arranged, and some of them carry enormous stocks. The appearance of the stores is excellent, and their show windows compare favorably with those of any American city. As a rule, the large houses are well and conservatively managed. Failures in business here are far rarer than in the United States.

STATISTICS.

The import and export figures for the entire Republic are given below for the fiscal year ended June 30, 1901, compared with those for the fiscal year ended June 30, 1900, in United States currency:

IMPORTS.

Description.	1900-1901.	1899-1900.	Increase.	Decrease.
Animal substances.....	\$4,860,353.05	\$4,359,923.00	\$500,430.05	.....
Vegetable substances.....	10,185,602.18	8,367,184.00	1,818,418.18	.....
Mineral substances.....	19,031,659.01	16,555,522.00	2,476,137.01	.....
Dry goods.....	9,212,373.76	9,928,361.00	.....	\$715,987.24
Chemical and pharmaceutical substances.....	2,585,320.34	2,450,028.00	135,292.34	.....
Spirituous, fermented, and natural beverages.....	2,788,920.07	2,809,986.00	.....	21,065.93
Paper and its products.....	2,215,573.12	2,126,630.00	88,943.12	.....
Machinery and apparatus.....	9,531,527.59	9,843,880.00	.....	312,352.41
Vehicles.....	1,446,707.85	1,392,847.00	53,860.85	.....
Arms and explosives.....	1,512,767.64	1,715,578.00	.....	202,807.36
Miscellaneous.....	1,712,646.08	1,768,239.00	.....	55,592.92
Total.....	65,063,450.69	61,318,175.00	3,765,276.69	.....

Countries of origin.

Country.	1900-1901.	1899-1900.	Increase.	Decrease.
EUROPE.				
Germany.....	\$7,064,741.65	\$6,673,846.00	\$410,895.65	.....
Austria.....	419,002.82	414,963.00	4,019.82	.....
Belgium.....	758,737.56	802,374.00	.....	\$43,636.44
Denmark.....	9,754.44	4,619.00	5,135.44	.....
Spain.....	2,876,742.65	2,919,162.00	.....	42,419.35
France and colonies:				
France.....	6,564,107.80	6,767,138.00	.....	195,030.20
Algiers.....	8,570.25	849.00	7,721.25	.....
Cochin China.....	250.00	.....	250.00	.....
Senegambia.....	813.00	3,343.00	.....	2,530.00
Greece.....	1,824.00	2,068.00	.....	244.00
Netherlands and colonies:				
Netherlands.....	279,278.23	177,511.00	101,767.23	.....
Java.....	1,226.88	9,813.00	.....	8,586.12
Sumatra.....	1,358.00	2,187.00	.....	829.00
Great Britain and colonies:				
Great Britain.....	9,924,634.84	10,463,200.00	.....	558,565.16
Australia.....	82,685.74	29,522.00	53,163.74	.....
Canada.....	8,514.50	24,300.00	.....	15,785.50
British Columbia.....	2,930.00	.....	2,930.00	.....
Cape Colony.....	1,130.00	.....	1,130.00	.....
British Honduras.....	5,096.26	59.00	5,037.26	.....
India.....	357,463.87	436,217.00	.....	78,753.13
Island of Grenada.....	403.00	.....	403.00	.....
Jamaica.....	1,686.00	459.00	1,227.00	.....
Italy.....	535,581.15	468,224.00	72,357.15	.....
Norway.....	102,905.22	91,909.00	10,996.22	.....
Portugal.....	55,676.40	68,476.00	.....	12,799.60
Russia.....	1,626.20	3,810.00	.....	2,183.80

Countries of origin—Continued.

Country.	1900-1901.	1899-1900.	Increase.	Decrease.
EUROPE—continued.				
Sweden	\$31,636.06	\$44,088.00		\$12,401.94
Switzerland	885,943.52	822,318.00	\$11,625.52	
Turkey	18,827.68	18,806.00	21.68	
Total	29,471,147.72	29,754,281.00		283,083.28
ASIA.				
Arabia	739.00	761.00		22.00
China	111,278.91	128,862.00		17,088.09
Japan	54,410.88	51,272.00	3,144.88	
Persia	1,961.00	429.00	1,532.00	
Siam	1,153.00	803.00	850.00	
Total	169,543.74	181,127.00		11,583.26
AFRICA.				
Kongo Free State	275.00	370.00		95.00
Egypt	12,433.00	20,766.00		8,333.00
Morocco	64.00	314.00		250.00
Tunis	905.00	42.00	863.00	
Zanzibar	2,743.37	4,199.00		1,455.63
Total	16,425.37	25,691.00		9,265.63
AMERICA.				
Bolivia	26.00	1,012.00		986.00
Brazil	6,392.20	5,983.00	404.20	
Colombia	30,915.80	82,792.00		51,876.20
Costa Rica	80.00	2,795.00		2,715.00
Cuba	55,649.00	49,637.00	6,012.00	
Chile	6,597.00	4,763.00	1,834.00	
Ecuador	67,995.02	71,852.00		3,856.98
Salvador	9,464.00	1,746.00	7,718.00	
Guatemala	55,404.49	32,849.00	22,555.49	
Honduras		26.00		26.00
Paraguay	52.00	55.00		3.00
Peru	2,460.00	2,906.00		446.00
Argentine Republic	447.00	21,987.00		21,490.00
Santo Domingo	246.00	285.00		39.00
United States	35,165,253.10	31,028,415.00	4,138,838.10	
Philippines		20.00		20.00
Porto Rico	25.00		25.00	
Uruguay	966.00	402.00	564.00	
Venezuela	24,371.25	51,646.00		27,274.75
Total	35,426,333.86	31,357,106.00	4,069,207.86	
RÉSUMÉ.				
Europe	29,471,147.72	29,754,281.00		283,083.28
Asia	169,543.74	181,127.00		11,583.26
Africa	16,425.37	25,691.00		9,265.63
America	35,426,333.86	31,357,106.00	4,069,207.86	
Total	65,083,450.69	61,318,175.00	3,765,275.69	

EXPORTS.

Description.	1900-1901.	1899-1900.	Increase.	Decrease.
Mineral substances	\$53,637,492.07	\$46,590,072.50	\$7,047,419.50	
Vegetable substances	18,074,555.12	25,469,737.00		\$7,395,186.89
Animal products	5,747,564.86	5,316,856.50	430,708.38	
Manufactured products	1,197,521.55	1,406,843.50		209,321.61
Miscellaneous	346,278.61	840,457.00	6,821.61	
Total	79,008,412.22	79,123,966.50		120,554.28

In these figures is included the increase due to the difference between the price of gold exported at the conventional rate of \$675.416 per kilogram (2.2046 lbs.) and the commercial price of the metal.

Countries of destination.

Country.	1900-1901.	1899-1900.	Increase.	Decrease.
EUROPE.				
Germany	\$2,509,232.01	\$2,524,743.50		\$15,511.49
Austria	14,607.00	15,496.00		888.00
Belgium	2,211,364.21	963,051.50	\$1,248,312.71	
Denmark		50.00		50.00
Spain	593,856.84	456,086.50	137,770.34	
France	1,412,151.57	3,318,882.50		1,906,730.93
Holland	78,527.45	118,956.00		40,428.52
Great Britain and colonies:				
Great Britain	6,016,538.41	6,229,023.50		212,485.09
Canada	360.00	4,158.50		3,798.50
British Honduras	54,527.50	96,196.50		41,669.00
Jamaica		41,828.50		41,828.50
Italy	1,224.50		1,224.50	
Russia	28,026.61	68,586.50		40,559.89
Sweden		125.00		125.00
Total	12,920,416.11	13,837,183.50		916,767.39
ASIA.				
China		2,180.00		2,180.00
AMERICA.				
Bolivia	87.50		87.50	
Colombia	20,598.95	24,758.50		4,159.55
Costa Rica	313.00	2,608.50		2,290.50
Cuba	2,573,257.50	2,941,014.50		367,757.00
Chile	1,627.50	141.50	1,486.00	
Ecuador		817.50		817.50
Guatemala	183,194.30	119,498.00	63,696.30	
Honduras	481.50		481.50	
Nicaragua		420.00		420.00
Peru	1,499.37	3,246.00		1,746.63
United States	58,613,164.07	58,061,142.50	562,021.57	
Porto Rico		1,825.00		1,825.00
Salvador	13,529.55	43,399.50		29,869.95
Total	61,407,753.25	61,188,866.50	218,886.25	
RÉSUMÉ.				
Europe	12,920,416.11	13,837,183.50		916,767.39
Asia		2,180.00		2,180.00
America	61,407,753.25	61,188,866.50	218,886.25	
Total	74,328,169.36	75,028,180.00		700,010.65

In these figures, the price of gold is fixed at the conventional rate of \$675.416 per kilogram. The following table shows the difference in the total export figures, with gold calculated at the conventional and at the market price:

Description.	1900-1901.	1899-1900.	Decrease.
Calculating gold at the market price	\$79,003,412.22	\$79,123,966.50	\$120,554.28
Calculating gold at the conventional price of \$675.416 per kilogram	74,328,169.36	75,028,180.00	700,010.65
Difference	4,675,242.86	4,095,786.50	579,456.37

The foregoing figures show a very unsatisfactory year's business for Mexico. Imports increased over the preceding fiscal year \$3,765,275.69, or 5.8 per cent, while the total exports show a slight falling off. A

glance at the export figures, however, shows a decline of \$7,395,186.89 in vegetable substances, and an increase of \$7,047,419.50 in mineral substances. Most of this increase is due to the exportation of gold and silver bullion, which is a net loss to the nation's resources. Thus, the actual decrease in exports amounts to nearly \$14,000,000. Encouragement is to be found in the falling off of certain imports, such as dry goods, indicating an enlarged home supply. Extreme tightness prevailed in the Mexican money market for some time. This was due largely to the heavy exportation of gold and silver bullion and coin. The wars in China and the Philippines created a great demand for Mexican silver dollars, which caused a drain on the country's metal currency. This became so marked that the Government finally reduced its mintage charges and the required fineness of gold and silver for coinage purposes. This measure caused considerable relief. The average value of the Mexican peso for the fiscal year was about 50 cents, or a trifle less. Since the 30th of June last, however, its value has been steadily declining, until it is now worth about 45.5 cents, and a further decline is expected. It is probable that when the large hacendados (ranch owners) begin to realize on exported agricultural products for this year, the price of exchange will drop a few points.

From the standpoint of the American, the import and export figures are most satisfactory. While imports from the United States show a large increase, those from almost every other country exporting to Mexico, except Germany, show a large decline. Imports from the United States gained \$4,138,838.10, or 11.8 per cent, while the total increase in imports amounted to only \$3,765,375.69, or 5.8 per cent. In other words, while the imports from the United States show an increase of \$4,138,838.10, the imports from the rest of the world show a decrease of \$373,562.41. Imports from the United States amounted to 54.3 per cent of the total imports, as compared with 50.6 per cent in the preceding year.

The balance of trade with the United States is in favor of Mexico. The figures show that while \$35,165,253.10 worth of goods was imported from the United States, \$58,613,164.07 worth was exported thither. The first thing to be considered is that a great deal of gold and silver bullion was shipped to the United States. The exact figures are not obtainable as yet, but they are undoubtedly large. It must also be considered that while imports from the United States show a gain of 11.8 per cent, exports to the United States show a gain of less than 1 per cent, or \$562,021.57. The value of exports to the United States for the fiscal year ended June 30, 1900, showed a gain of 10.8 per cent over the fiscal year ended June 30, 1899. Thus, the balance of the year 1900-1901 is decidedly more favorable than that for the year 1899-1900; and when the increased exports of gold and silver bullion to the United States during the past fiscal year are taken into consideration, the balance is still more favorable.

Imports from Germany during the fiscal year 1900-1901 show an increase of \$410,895.65, or 5.8 per cent, while exports to Germany show a falling off of \$15,511.49, making a gain in the balance of trade of \$426,407.14.

Trade between Mexico and France shows a decided falling off. The decrease in imports from France amounted to \$193,030.20, while the decrease in exports amounted to \$1,906,730.93. Imports from Spain show a falling off of \$42,419.35, while exports to Spain show an increase of \$137,770.34, showing a decided balance in favor of Mexico.

The most noteworthy figures in the foregoing tables, aside from those giving the trade between Mexico and the United States, are those showing the falling off in trade (especially in imports into Mexico) between Mexico and Great Britain. Imports from Great Britain show a decrease of \$558,565.16, or 5.3 per cent, from the preceding fiscal year. While it is impossible at this time to give definite figures, it is known that the greatest falling off in any one line is in dry goods, particularly cotton textiles. The value of cotton textiles imported from Great Britain during the year may be roughly estimated at \$1,200,000, as compared with \$2,100,000 during the preceding year, a decrease of nearly one-half. Importations of railway iron and steel for the last fiscal year amounted to about one-third of those during the preceding fiscal year, or, roughly, about \$188,000 as compared with \$585,000. Importations of galvanized sheets fell from about \$490,000 in the fiscal year 1899-1900 to about \$290,000 in the fiscal year 1900-1901. Importations of linen textiles fell from some \$190,000 in the fiscal year 1899-1900 to \$135,000 during the fiscal year 1900-1901. In cotton textiles, a remarkable falling off is noted in prints and bleached cottons. The decrease in importations of cotton and linen textiles from Great Britain during the past few years is due in great part to the rise of the native cotton and linen manufacturing industries. Some increases in minor lines of imports are noted, but none is remarkable.

TRANSPORTATION.

Numerous changes in the ownership and management of Mexican railroads have taken place within the past year. The Mexican Central Railroad, the most important system in the Republic, has recently passed into the control of a group of capitalists identified with the Standard Oil Company interests. No radical changes in the management of the road have yet been made, and it can not be positively stated that there will be. What is more important to Mexico is that with stronger financial backing, the road is certain to be greatly improved in every line. The extension of the Colima branch to the port of Manzanillo is being pushed rapidly, and will probably be finished within two years. In this connection, work on the port works at Manzanillo, under the direction of Edgar K. Smoot, is progressing satisfactorily, and the harbor will probably be finished by the time or soon after the railroad reaches the port. The advantages to Mexico of this transcontinental connection are obvious. The extension of the road during the year ended December 31, 1900, was as follows: On the Zamora extension, 22.58 miles, between Chavinda and Tarecuato; on the San Marcos extension from La Vega, on the Ameca extension, to San Marcos, 29.37 miles; the Parral line, between Parral and Adrian, 12.03 miles, and a branch from Adrian to Santa Barbara, 5.46 miles—making a total of 69.44 miles. The total mileage of the road on December 31, 1900, was 2,124.4; mileage of side tracks, 227.53; total, 2,351.93 miles. Since December 31, 1900, work has been in progress on the Zapotlan extension, which is now nearly completed to Tuxpan, 115 miles from Guadalajara. The Parral extension has been completed to El Rosario, a distance of 97 miles, and the Rio Verde extension has been completed from San Bartolo to Rio Verde, a distance of 25 miles. During the year ended December 31, 1900, 93.01 miles of track were ballasted, making a total of track ballasted within the past six years of 265.11 miles, at a cost of \$938,141.21 Mexican currency.

The Mexican National Railroad, a narrow-gauge road from Laredo, Tex., to this city, has recently passed into the control of New York capitalists, and the change to a standard-gauge road is now practically assured. The cost of this work is estimated at \$10,000,000 in United States currency, and it is believed that \$7,500,000 of this amount will be spent in the United States for equipment and material. It is expected that work on the broadening of the gauge will begin in a few months. The Mexican International Road, from Eagle Pass to Torreon, on the line of the Mexican Central, has also passed into the hands of the same interests which control the Mexican National, and extensive improvements on this road, especially in the matter of rolling stock, are promised.

Some construction work has been done in the past few months upon the Kansas City, Mexico and Orient Railroad, a proposed road from Kansas City to Port Stilwell (formerly Port Topolobampo), on the Gulf of California. The same interests, commonly known as the Stilwell interests, have recently acquired the Pachuca, Zacualtipan and Tampico Railroad. A few miles of this road have been built for some years from Pachuca toward Zacualtipan, into a rich iron-mining region. The concession for the road carries with it a liberal subsidy for construction from the Mexican Government, and the proposed line of the road is said by engineers to be the most feasible route to Tampico. It is intended to use the line of the Mexican (Veracruz) Railroad from Pachuca to this city—temporarily, at least. The road, when completed, will give almost an air line from this city to Tampico.

The Mexican Government has recently let a contract to a Chicago firm to build a canal from the port of Tuxpan to Panuco, on the Panuco River, ultimately connecting with Tampico. Some New York capitalists recently obtained an option on the Hidalgo Railroad, a narrow-gauge road running from this city with the ultimate destination of Tuxpan. At the time the option was held by these capitalists, the Mexican Government agreed, as an inducement to the completion of the road to Tuxpan, to build a harbor at Tuxpan. The deal fell through, however, and nothing definite has been done since, though several American capitalists are said to be considering taking the road.

The work on the Veracruz and Pacific Railroad from Cordoba, on the line of the Mexican (Veracruz) Railroad, to San Juan Bautista, on the line of the Tehuantepec National Railroad, is progressing satisfactorily, and will probably be finished within two years. Work on the Tehuantepec National Railroad and upon the port works at Coatzacoalcos and Salina Cruz, which ports the railroad will connect, is also progressing rapidly, and will be finished within the next two or three years. As an overland transisthmian route, this railroad will be of immense importance to American shipping when completed. Much work is being done on the Mexican Southern Railroad, a narrow-gauge road from Puebla to the city of Oaxaca, in the way of improving the roadbed, putting in breakwaters (the road runs along a canyon in which mountain torrents are sometimes very destructive), bridges, etc. The roadbed is now one of the best in the Republic, and the road is in a prosperous condition. An extension from the city of Oaxaca to Ocotlan, in the center of a rich mining district, is nearly ready to be put in operation. An electric line from Tehuacan, on the line of the Mexican Southern, to Esperanza, on the line of the Mexican (Veracruz) road, has recently been built. No construction work has been

done in the past year on the Mexico, Cuernavaca and Pacific Railroad, which runs from this city to the River Balsas, with an ultimate destination of the port of Acapulco or the port Zapote, on the Pacific coast.

An electric road has been placed in operation within the past year from Torreon, on the line of the Mexican Central Railroad, to Lerdo, running through a rich cotton and agricultural district. A concession has recently been granted to a company of American and Mexican capitalists to construct an electric line around this city, connecting its suburbs. Some American capitalists have recently visited the Republic to investigate the possibilities of putting electric street railroads in several of the larger cities of Mexico, but as yet, no steps have been taken toward securing concessions for their construction.

MANUFACTURING.

There is a healthy growth of manufacturing enterprise in Mexico. The great obstacle to manufacturing in this country is the lack of native fuel. American capitalists have recently acquired a very large tract of land in the vicinity of Tampico and have sunk several wells in the hope of finding petroleum, but as yet, their efforts have been unrewarded. Some wells have also been sunk in the State of Veracruz and in other parts of the Republic, but no oil has been found in paying quantities. Some alleged coal has recently been found in the States of Tlaxcala and Puebla, but as yet none of it has stood a practical test.

Along the line of the Mexican Central Railroad, during the calendar year of 1900 (exclusive of those in the City of Mexico and of mining industries), 48 new manufacturing enterprises were established, as follows: One brass factory, 4 brick factories, 2 candle factories, 1 chocolate factory, 1 cigarette factory, 1 clothing factory, 7 corn and flour mills, 1 cotton factory, 1 cracker factory, 5 distilleries, 1 glycerin factory, 1 ixtle factory, 1 knitting factory, 2 match factories, 1 packing plant, 1 pasteboard factory, 1 rope and bag factory, 4 shoe and leather factories, 1 smelter, 3 soap and perfumery factories, 3 carbonated and mineral water factories, 2 starch factories, 1 steel plant, and 2 sugar mills.

There are at present in operation in the Republic 133 textile and dry-goods mills. It is impossible to give recent statistics of the manufacturing of the country.

Following is a list of the manufactories in the City of Mexico compiled from the list of the department of contributions, the local directories, and other sources.

Most of the production of local factories is consumed locally, though some of it is distributed throughout the Republic. Practically no manufactured products are exported save straw hats in limited quantities.

Description.	Num-ber.	Description.	Num-ber.
Distilleries and manufactories of liquors having a base of alcohol.....	14	Manufactories of saddlebows, shoe lasts, and other wooden forms.....	6
Manufactories of wines and liquors.....	13	Starch factories.....	4
Breweries.....	3	Glue factories.....	10
Vinegar manufactories.....	2	Ice factories.....	10
Bottles of mineral and carbonated waters.....	3	Oil mills.....	6
Cigarette factories.....	8	Coffee mills.....	12
Cigar factories.....	5	Corn mills.....	26
Hat factories.....	51	Flour mills.....	4
Manufactories of dry goods, cotton, wool, and linen textiles and prints.....	22	Paper mills.....	4
Manufactories of beds and furniture of iron and other metals.....	18	Shoe factories.....	7
Manufactories of wood furniture.....	12	Lead-pipe factory.....	1
Mattress and pillow factories.....	9	Cement factories.....	2
Manufactory of curtains and awnings.....	1	Flag factory.....	1
Manufactories of harness and supplies for horses and carriages.....	6	Manufactories of pyrotechnics.....	2
Iron foundries.....	15	Candy factories.....	7
Type foundries.....	3	Cracker factories.....	3
Manufactories of agricultural and other implements.....	11	Soap factories.....	15
Manufactories of sewing machines and articles for domestic use.....	7	Manufactories of underclothing and furnishings.....	17
Manufactories of plate glass and glassware.....	7	Brush factories.....	8
Manufactories of porcelain ware, china ware, glassware, and fine pottery.....	2	Manufactory of oilcloth, tarred cloth, etc.....	1
Manufactories of artificial stone, brick, tile, lime, etc.....	34	Manufactories of cereal foods, macaroni, vermicelli, etc.....	11
Manufactory of clay tubing.....	1	Petroleum refinery.....	1
Rope, wire, and cord factories.....	2	Chocolate factories.....	9
Manufactories of paint, varnish, and axle grease.....	3	Manufactories of fine paraffin candles.....	4
Manufactories of acids, chemical products, white lead, and other pigments.....	15	Manufactories of common candles.....	57
Manufactories of machinery bands.....	4	Manufactories of wax, wax candles, and wax products.....	21
Manufactories of trunks, valises, canvas cots, beds, and springs.....	3	Perfume factories.....	4
Pasteboard factories.....	4	Manufactories of artificial flowers.....	4
Wood and paper box factories.....	12	Veil factories.....	4
Manufactories of cartridges, ammunition, and munitions of war.....	8	Manufactories of trimmings.....	8
Manufactory of soda and saltpeter.....	1	Playing-card manufactories.....	2
Phosphorus and match factories.....	12	Manufactories of blank books, account books, letter books, paper sacks, etc.....	11
Shirt factories.....	11	Manufactories of scientific and orthopedic instruments.....	3
		Manufactories of pianos, organs, and harmonicas.....	4
		Manufactories of other musical instruments.....	13
		Total.....	618

NOTES.

The Blue Book of Mexico, published by the Massey-Gilbert Company, 1st Independencia 8, this city, during the past year, is a small directory of English-speaking people in the city, together with a partial business and general directory in English, which may be of some use to prospective exporters to this city. A general directory of the city, in Spanish, has also just been published by Ruhland & Alschier, Coliseo Viejo 16, this city, which is the most elaborate and accurate directory issued, though it is far from complete. The same firm publishes a general business directory of the Republic, which may be of value to prospective exporters in the United States.

The use of Spanish in catalogues and correspondence can not be too strongly recommended to American firms desiring to build up a trade in this country. Correspondence, circular letters, catalogues, and general advertising matter in English are worse than wasted on Spanish merchants. It is true that more Mexicans are learning the English language every year, but as yet they are comparatively few, especially outside of this city, and it is a safe rule to employ Spanish in all correspondence to Mexico. The same applies to commercial agents. It is, as a rule, useless for a business house to send a representative to Mexico who is ignorant of the Spanish language. It is also useless to

expect that business of any kind can be transacted as quickly in Mexico as in the United States. American commercial houses desiring to build up a trade in Mexico should "make haste slowly."

A permanent exposition of American products in this city has recently been projected, and is a scheme worthy of every encouragement on the part of American business men.

BANKING.

During the past few years, and especially since the passage of the banking law of June 3, 1896, banking has made great strides in Mexico. Since my report of November 23, 1898,* nine new banks have been established in the Republic, as follows: The Central Bank of this city (which was spoken of in the above-mentioned report), with a capital of \$7,000,000, paid in; the Oriental Bank of Mexico, with a capital of \$3,000,000, paid in; the Mercantile Bank of Monterey, with an authorized capital of \$2,500,000, of which \$1,750,000 has been paid in; the Farmers' and Mortgage Bank, with an authorized capital of \$2,000,000, of which \$1,000,000 has been paid in; the Bank of the State of Jalisco, with an authorized capital of \$1,500,000, of which \$1,250,000 has been paid in; the Bank of the State of Tabasco, with an authorized capital of \$1,000,000, of which \$500,000 has been paid in; the Bank of the State of Guanajuato, with an authorized capital of \$500,000, of which \$375,000 has been paid in; the Refactionary Bank of Campeche, with an authorized capital of \$300,000, of which \$210,000 has been paid in; and the Refactionary Bank of Michoacan, with an authorized capital of \$300,000, of which \$150,000 has been paid in.

In addition to this, \$11,000,000 of unsubscribed capital of the National Bank of Mexico has been paid in since the date of that report, bringing the paid-in capital of this bank up to its authorized capitalization of \$20,000,000. The authorized capital of the Bank of London and Mexico has been increased from \$10,000,000 to \$15,000,000, all paid in. The authorized capital of the Chihuahua Mining Bank has been increased from \$1,500,000 to \$4,000,000, all paid in. The authorized capital of the Bank of Yucatan has been increased from \$1,250,000 to \$4,500,000, all of which is paid in except \$378,200. The authorized capital of the Mercantile Bank of Yucatan has been increased from \$750,000 to \$1,500,000, all paid in. One million dollars of unsubscribed capital of the Mercantile Bank of Vera Cruz has been paid in. Seven hundred thousand dollars of unsubscribed stock of the Bank of the State of Coahuila has been paid in, bringing its subscribed capital paid in up to the authorized amount of \$1,000,000. Seven hundred and fifty thousand dollars of unsubscribed capital of the Bank of the State of Mexico has been paid in, bringing its paid-in capital up to its authorized capital of \$1,500,000. Of the \$550,000 of unsubscribed capital of the Bank of the State of San Luis Potosi, \$275,000 has been paid in, leaving \$275,000 of unsubscribed capital of an authorized capital of \$1,100,000. Two hundred thousand dollars of unsubscribed capital of the Bank of the State of Durango has been paid in, bringing its paid-in capital up to its authorized capital of \$1,000,000. The authorized capital of the Bank of the State of Zacatecas has been increased from \$600,000 to \$1,000,000, of which \$600,000 is paid in.

* Commercial Relations, 1898, Vol. I.

The authorized capital of the Bank of the State of Sonora has been increased from \$500,000 to \$1,000,000, of which \$750,000 is paid in, an increase of paid-in capital of \$500,000.

During the year from November 30, 1900, to November 30, 1901, the cash on hand in all of the banks of the Republic increased \$8,867,188.04, or from \$50,681,702.25 to \$59,728,890.29. During the same year the loans on personal property increased \$5,324,353.81, or from \$33,513,388.10 to \$38,837,741.91. Hypothecary loans increased from \$11,255,997.90 to \$14,718,057.23, or \$3,462,059.33. During the same year, the paid-in capital of all the banks was increased by \$6,800,000, or from \$73,500,000 to \$80,300,000. Notes in circulation increased from \$72,731,185 to \$79,488,551.50, or \$6,757,366.50. Deposits increased during the same year from \$100,141,428.37 to \$113,302,820.78, or \$13,161,392.41. The reserve funds of all the banks increased from \$12,170,444.58 to \$14,148,178.47, or \$1,977,733.89.

I give below a statement of the balance of all the banks in the Republic on November 30, 1901, as compared with the months of September and October of the same year, and the years ended November 30, 1900, 1899, 1898, and 1895:

Balance of banks in the Republic of Mexico on November 30, 1901.

ASSETS.

Banks.	Cash.		Unsubscribed capital.	Bills receivable.	Loans on personal property.	Hypothecary loans.	Sight bills.	Current-debtor accounts.	Furniture.	Total.
	Coln.	Bills.								
National Bank of Mexico.....	\$24,946,929.32	\$1,631,089.00	\$27,988,156.87	\$19,174,181.27		\$43,117,513.35		\$23,494,081.07	\$545,408.44	\$99,719,795.97
Bank of London and Mexico.....	14,234,197.17	1,438,038.00	24,138,147.08	7,219,949.25				6,749,679.25	301,130.13	56,198,019.21
Central Bank.....	1,972,707.97	837,116.00	6,086,284.83	2,885,016.00			\$1,989,044.05	1,234,140.21	396,886.89	15,380,234.95
International and Mortgage Bank	194,086.22	311,214.00	337,601.40	337,045.53		10,185,989.28		3,213,437.93	271,901.34	16,810,236.70
Mining Bank of Chihuahua	1,673,207.91	17,875.00	4,107,865.14	776,746.89		394,696.52	876,154.02	2,962,361.89	45,490.00	10,843,949.87
Bank of Yucatan*	3,960,770.03	29,488.00	3,748,266.60	5,198,509.60				1,866,011.06	35,438.25	14,125,697.96
Oriental Bank of Mexico.....	1,012,428.94	11,695.00	4,867,239.80	4,100,596.50				1,066,283.14	22,548.88	7,391,122.11
Mercantile Bank of Monterey	375,671.74	41,291.00	2,806,051.22	104,168.90			287,500.00	622,698.37	22,548.88	4,679,092.46
Farmers and Mortgage Bank	1,200,651.43	16,067.00	3,350,650.44				620,285.98	519,658.42	61,811.23	6,707,313.22
Bank of Coahuila.	4,060.42	18,944.00	32,874.80					814,318.17		2,243,414.87
Mercantile Bank of Yucatan	946,170.20		2,010,806.97	128,965.38		391,981.48		2,567,243.78	132,354.55	5,863,936.63
Bank of the State of Mexico	1,241,904.10	307,483.00	960,935.56	1,249,508.45		59,460.50	70,071.10	1,176,691.00		5,006,548.20
Bank of Nuevo Leon*	719,034.41		2,181,245.68	112,804.94		24,500.00	137,017.10	455,232.25	22,000.00	4,599,894.32
Occidental Bank of Mexico.	615,736.69	26,964.00	2,415,418.46	185,180.84		29,360.00	455,704.27	860,230.10	64,439.60	4,383,063.91
Bank of San Luis Potosi	664,172.62	20,045.00	1,114,943.27	170,698.41			69,948.09	2,007,946.83		4,057,315.08
Bank of Durango	978,010.43	87,846.00	2,946,963.73	417,728.50			361,950.18	867,622.13	6,000.00	6,693,321.93
Bank of Jalisco	342,434.76	6,525.00	1,196,547.98	63,411.12		149,943.10	234,340.00	869,623.64	98,000.00	2,647,725.04
Bank of Zacatecas	1,021,908.61	4,457.00	2,769,219.82	167,437.46		103,200.00	204,621.41	1,976,243.87	12,000.00	5,369,960.57
Bank of Tabasco	423,852.16		1,970,099.02			45,000.00		38,458.52		4,827,207.05
Bank of Sonora	302,910.14	22,871.00	685,822.04	66,071.84			70,591.06	2,737,237.81	62,172.99	4,741,844.82
Bank of Guanajuato	1,105,449.63	19,597.00	461,919.30	35,945.10		162,300.00	106,408.05	963,869.77		3,641,944.85
Relacionario Bank of Campeche	518,899.88	14,276.00	1,631,106.31	35,945.10		87,000.00	11,270.87	14,998.10		3,640,085.49
Relacionario Bank of Michoacan.	3,813.89	2,000.00	386,093.88	10,833.16			84,462.00			966,108.38
Total.....	54,869,063.29	4,859,827.00	98,377,064.45	38,887,741.91	14,718,087.28		5,506,447.50	62,274,062.14	2,126,087.28	287,239,550.75

* Included in loans on personal property.

† Included in current debtor accounts.

* Returns for preceding month.
† With or without personal or hypothecary security.* Loans secured by real estate.
† Including sight loans.

Balance of banks in the Republic of Mexico on November 30, 1901—Continued.

LIABILITIES.

Banks.	Capital.	Notes in circulation.	Sight deposits.	Current creditor accounts.	Reserve fund.	Total.
National Bank of Mexico.....	\$20,000,000.00	\$25,134,205.00	.....	\$47,819,586.64	\$6,766,004.33	\$99,719,765.97
Bank of London and Mexico.....	16,000,000.00	16,168,873.00	.....	13,506,843.64	4,750,000.00	56,198,019.21
Central Bank.....	7,000,000.00	6,751,500.00	.....	2,467,947.26	167,851.71	15,980,204.96
Central Bank and Mortgage Bank.....	6,000,000.00	4,954,700.00	.....	1,883,123.73	103,500.00	16,810,256.70
Mining Bank of Chihuahua.....	4,000,000.00	2,694,582.50	.....	3,390,941.25	725,034.73	10,843,849.87
Bank of Yucatan.....	4,500,000.00	6,405,951.00	.....	8,496,887.71	716,665.82	14,125,897.56
Bank of Yucatan.....	3,000,000.00	1,697,165.00	.....	2,464,034.08	10,000.00	7,991,122.11
Oriental Bank of Mexico.....	2,500,000.00	720,770.00	.....	1,329,291.98	11,897.66	4,579,092.46
Mercantile Bank of Monterey.....	2,000,000.00	2,141,310.00	.....	1,434,794.76	56,761.38	6,707,313.22
Mercantile Bank of Vera Cruz.....	2,000,000.00	.....	.....	243,414.87	.....	2,243,414.87
Bank of Coahuila.....	1,600,000.00	1,590,330.00	.....	2,615,113.46	45,931.45	5,863,985.63
Mercantile Bank of Yucatan.....	1,500,000.00	1,561,099.00	.....	1,746,423.91	189,876.29	6,006,548.20
Bank of the State of Mexico.....	1,500,000.00	1,295,230.00	.....	1,733,694.64	22,788.04	4,599,884.32
Bank of Nuevo Leon.....	1,500,000.00	1,783,235.00	.....	928,015.25	153,953.87	4,368,063.91
Occidental Bank of Mexico.....	1,500,000.00	1,771,935.00	.....	1,731,200.45	13,500.46	4,037,315.03
Bank of San Luis Potosi.....	1,500,000.00	1,894,230.00	.....	3,569,980.99	28,751.44	6,968,321.35
Bank of Durango.....	1,500,000.00	1,638,015.00	.....	905,622.08	69,407.10	2,647,725.04
Bank of Jalisco.....	1,500,000.00	623,190.00	.....	2,648,364.22	45,567.06	5,669,989.57
Bank of Zacatecas.....	1,000,000.00	830,985.00	.....	2,937,967.42	161,500.00	4,827,207.05
Bank of Tabasco.....	1,000,000.00	1,864,100.00	.....	1,783,677.27	109,524.29	1,743,854.62
Bank of Sonora.....	800,000.00	1,009,130.00	.....	1,540,597.49	.....	4,841,944.86
Bank of Guaymas.....	800,000.00	.....	.....	71,914.04	644.84	3,060,105.38
Refractionary Bank of Campeche.....	800,000.00	53,400.00	.....	136,921.39	.....	304,721.39
Refractionary Bank of Michoacan.....	80,300,000.00	79,468,551.50	.....	100,394,589.06	14,148,178.47	287,289,550.75
Total.....	80,300,000.00	79,468,551.50	12,908,231.72	100,394,589.06	14,148,178.47	287,289,550.75
Total Oct. 31, 1901.....	80,300,000.00	79,987,738.50	12,632,455.64	98,112,833.71	14,348,178.47	285,981,005.22
Total, Sept. 30, 1901.....	80,300,000.00	79,300,735.75	12,611,247.12	91,110,886.33	14,148,178.47	285,973,001.72
Total, Nov. 30, 1900.....	79,800,000.00	79,731,168.00	10,401,011.75	85,631,417.35	12,170,444.58	268,743,657.65
Total, Nov. 30, 1899.....	76,110,000.00	76,049,000.00	2,469,000.00	85,638,000.00	6,596,000.00	230,815,000.00
Total, Nov. 30, 1898.....	73,000,000.00	73,421,000.00	1,045,000.00	79,828,970.79	4,791,947.90	190,105,000.00
Total, Nov. 30, 1895.....	32,310,737.36	30,431,411.75	()	29,828,970.79	.....	93,362,468.29

* Returns for preceding month.
 † Included in current creditor accounts.

* Of this sum \$657,491.27 are fixed-time deposits.
 † Hypothecary bonds.

* Deposits for a fixed time.
 † Bank bonds.

During the past year, the National Park Bank of New York has taken over \$1,500,000, or about \$3,000,000 Mexican currency, of the stock of the Central Bank of this city, giving it a strong voice in the management of the Central Bank. American banking methods are being slowly adopted by most of the banks in Mexico, and business can be transacted in one-tenth the time it took five years ago. The establishment of a strong American bank in this city however would revolutionize present banking methods.

Owing to the fact that American business men were unable to transact business quickly with the old banks, two American banks have recently been established here—the American Bank and the United States Banking Company. The semiannual statement of the American Bank, rendered on June 30 last, was as follows:

ASSETS.

Loans and discounts.....	\$1,045,813.17
Cash on hand and in other banks.....	304,813.77
Furniture, fixtures, etc.....	15,692.46
Total	1,366,119.40

LIABILITIES.

Capital	\$537,500.00
Deposits and outstanding accounts.....	716,185.21
Reserve fund and undivided profits.....	124,434.10
Total	1,366,119.40

The bank showed a profit for the six months of \$42,962. It is paying 14 per cent dividends.

The following report of the condition of the United States Banking Company was rendered on July 31, last:

RESOURCES.

Time loans.....	\$378,304.65
Demand loans.....	38,780.38
Overdrafts	6,332.48
Furniture and fixtures in Mexico City Bank and in Oaxaca branch bank	7,800.00

AVAILABLE CASH.

Cash on hand.....	153,392.06
Deposit with Central Bank.....	113,323.13
Due by banks in Republic	9,268.84
Due by banks in United States and London.....	309,906.14
Total	1,017,106.70

LIABILITIES.

Capital	100,000.00
Reserve fund	25,000.00
Undivided profits	833.84
Dividend No. 1	14,000.00
Due depositors	877,272.86
Total	1,017,106.70

The first dividend of this bank was 14 per cent on its capital stock. Stock of the National Bank of Mexico pays 18 per cent dividends

on its capital stock; and its stock is selling at present at 276. Other bank stocks pay high percentages in dividends, and the average profit on investment in stock of Mexican banks can be placed at from 5 to 6 per cent.

There appears to be an opening worth investigation by capitalists for the establishment of a strong trust company in this city. Interest rates on mortgage loans are high, as compared with the United States or Europe, and the security appears to be good. In this connection, the following treatise upon Mexican mortgage legislation, by Lic. Francisco Alfaro, a prominent attorney, will be of interest:

As a mortgage is a recognized right established upon real estate, or an admitted right which guarantees the fulfillment of an obligation and its right to preference in payment, the law has been careful to assure these results by two proceedings. The first consists in the explicitness of the mortgage, or, in other words, that this guaranty can not exist except in respect to the property which is specifically designated in the corresponding deed, in which must be stated in detail the exact location of the property, its boundaries, extent, etc.; so that the property designated can not be confounded with any other. The second refers to registration. No mortgage is effective if not registered in the public land register, and only from the date of registration. In short, the mortgage system is based upon explicitness and publicity. No one can exercise rights or actions upon all the property of a person, but solely and exclusively upon what the debtor definitely specifies as a guaranty to a creditor. Neither can anyone claim special privileges unless his claim is registered.

Each of these measures constitutes a guaranty to creditors, by giving the public the means of gaining information as to any mortgage that may exist upon designated properties by going to the public land office, the books of which are at the disposal of anyone who may wish to take note of their contents.

The right to preference of a holder of a mortgage is one of the many victories of modern over ancient legislation. Spanish law recognized the fact that in certain cases, there could exist a tacit lien upon the goods of the debtor; hence when a later creditor, trusting the guaranty offered him, advanced money and then tried to recover it, he had to contend against rights existing in virtue of the tacit mortgage of whose existence he had no means of knowing. For this reason, there existed a general distrust of this class of business and mortgages were not frequent. The main factor of public wealth was thus discredited and its very existence threatened.

Modern legislation, more practical than the old Spanish legislation, has unflinchingly removed the obstructions which impeded the free circulation of capital and its natural increase and put an end to all such complications, recognizing only an explicit and public mortgage. In consequence, according to our present laws, the holder of a mortgage lien possesses the following rights and privileges:

(A) A mortgage is a real right, by which the property charged with the amount of the mortgage passes to any other possessor without regard to the kind of title by which it is acquired. It does not matter whether or not the debtor acts in good or bad faith, nor whether he is solvent or otherwise. The creditor's guaranty consists in the thing by which he was secured, and is not affected by the financial condition of the person in possession of the property. Such a guaranty is, therefore, above the influence of any class of fraudulent operations.

(B) A mortgage guarantees the interest upon the principal sum only during the last five years of the contract, unless it is stated in the public land register that the guaranty is extended for a longer time. This point may also be determined by usage, for it frequently happens that the first creditor secured by a mortgage has completely absorbed the value of the property, by letting a number of years elapse without demanding the payment of the interest upon the loan. This situation is impossible, since when subsequent loans are made, the creditor can determine by an examination of the public land register whether the mortgage has been extended to cover a term longer than that originally stipulated.

(C) A mortgage is applicable to all the property mortgaged or to any part thereof. All the property and every part of it is liable to the mortgage, and it is impossible for the debtor to dispose of any part of the property pledged to the creditor. Whether the mortgage be placed upon several properties, or only one of them bears the charge thereof, it can not be considered as divided, but exists upon all and each of the properties pledged. The payment of a portion of the mortgage does not give the debtor the right to demand of the creditor the release of any of the property mortgaged.

(D) The efforts of our legislation to fully guarantee loans secured by mortgages have brought about further protection to the mortgage creditor in certain fortuitous cases. In the event that the property pledged should be shown to be insufficient to fully protect the creditor, he may require that the security be extended, or that the debtor pay the amount of the loan before the date specified in the mortgage. If the property mortgaged should be destroyed by fire, the mortgage remains effective on any part that may have escaped destruction, and the amount of insurance must first be applied to protect the holder of the mortgage on the property. The creditor may ask that the insurance be held in escrow whether the mortgage be due or not, and security must be given to his satisfaction that the amount of the mortgage shall be paid at the expiration of its term. If any part of the property should be selected for public use, the same rule applies in regard to the amount given to the owner as indemnification.

(E) The owner of mortgaged property can not contract for the payment of rents in advance for a longer period than that fixed as the date of maturity of the mortgage, nor for more than four years in case no time is fixed in the deed of trust. The penalty for infraction of this rule is nullification of the contract. In this way, any collusion between the owner and the tenant, with intent to defraud the creditor, is rendered impossible.

(F) The statute of limitations as to actions based upon mortgages applies after twenty years from the date when it might have been possible to bring suit to enforce the right conferred by a mortgage. The full powers conferred by these rights remain in effect until the expiration of this period. It is also possible for the debtor to formally renounce the benefits acquired by the application in his favor of the statute of limitations, no matter how long a time may have elapsed without payment of the debt secured by mortgage.

(G) Rights conferred by a mortgage may be transferred or ceded in whole or in part to any person, on condition that said transfer be made by means of a public writing, with the contents of which the debtor must be acquainted, and that the transaction be registered the same as the original mortgage. These facilities given holders of mortgages insure the same freedom of circulation as in the case of paper money, and with the additional advantage that a loan thus guaranteed is secured by property ample and especially pledged to its payment to the entire satisfaction of the holder of the mortgage.

(H) A duly registered mortgage exists in full force, with all its corresponding rights and privileges, until it is properly canceled; that is, with the express consent of the creditor or by means of a judicial sentence carried up to the court of last resort. The creditor may cancel the whole mortgage or any part thereof as he pleases, and a judicial decree may ordain the cancellation only when the recording of the mortgage is invalid or when, having received the payment of his claim, the mortgage creditor refuses, without reason, to consent to the cancellation of the lien, or in cases of the application of the statute of limitations.

(I) Mortgage creditors do not enter with the mass of creditors in bankruptcy proceedings. Thus, a declaration of bankruptcy causes no damage to a mortgage creditor, since he is authorized to make his rights effective without regard to other creditors. This right of preference constitutes one of the most solid bases of the mortgage system. Legislation has gone still further toward protecting the holders of mortgages by enacting that in case the property covered by mortgage is found to be insufficient to cover the amount of the claim, the holder or holders of the mortgage have all the privileges of creditors of the fourth class and are regarded as in the same category with creditors whose claims are proved by public documents. In the event of the destruction of the property mortgaged the mortgage ceases, but even in that event the obligation secured by a mortgage lien is esteemed as taking preference over the claims of other creditors, and even over those of creditors whose claims are proved by public documents, who have merely a personal action against the debtor.

All the advantages of the mortgage system that have been enumerated would be stultified, if the law regulating the enforcing of the rights conferred by mortgage did not combine promptness with effectiveness, and enable the creditor to recover his money without delay. It can be stated, therefore, that the nature of judicial proceedings in foreclosure suits is simple and speedy of execution.

TRUST COMPANIES.

At the present time, there is no legislation especially applicable to the operation of trust companies in Mexico, but it can be stated on high authority that this Government is only awaiting the appearance of substantial and reliable capitalists desiring to establish a trust company to enact suitable laws to govern its operation.

POPULATION.

The census of the Republic, taken in October, 1900, gives the total population of Mexico at 13,545,462, as compared with 12,632,427 in 1895, showing an increase of 913,035. A comparative statement of the census by States follows:

States and Territories.	Population in 1895.			Population in 1900.		
	Males.	Females.	Total.	Males.	Females.	Total.
Aguascalientes.....	51,838	52,777	104,615	50,478	51,432	101,910
Lower California.....	22,256	19,990	42,245	25,186	21,896	47,082
Campeche.....	41,898	46,223	88,121	40,734	43,547	84,281
Coahuila.....	125,051	115,975	241,026	139,741	141,158	280,899
Colima.....	27,461	28,291	55,752	31,519	33,507	65,026
Chiapas.....	154,197	165,402	319,599	177,776	185,831	363,607
Chihuahua.....	133,192	129,579	262,771	168,148	158,856	327,004
Federal district.....	225,222	251,191	476,413	258,588	281,890	540,478
Durango.....	148,971	146,134	295,105	188,928	182,346	371,274
Guanajuato.....	538,065	524,489	1,062,554	532,288	533,029	1,065,317
Guerrero.....	207,424	212,915	420,339	233,483	241,111	474,594
Hidalgo.....	273,344	285,425	558,769	298,289	309,785	608,074
Jalisco.....	554,394	552,838	1,107,227	566,927	570,384	1,137,311
Mexico.....	417,657	423,961	841,618	455,731	468,726	924,457
Michoacan.....	449,637	446,858	896,495	466,979	468,870	935,849
Morelos.....	79,337	80,018	159,355	80,357	81,340	161,697
Nuevo Leon.....	156,878	152,374	309,252	165,275	161,665	326,940
Oaxaca.....	438,225	446,684	884,909	469,283	478,627	947,910
Puebla.....	478,131	506,282	984,413	492,340	532,106	1,024,446
Queretaro.....	114,793	113,758	228,551	113,640	114,849	228,489
San Luis Potosi.....	278,498	289,951	568,449	286,277	296,209	582,486
Sinaloa.....	128,229	130,636	258,865	145,946	150,163	296,109
Sonora.....	97,060	94,221	191,281	113,159	107,394	220,553
Tabasco.....	67,007	67,832	134,839	80,139	77,968	158,107
Tamaulipas.....	105,408	101,094	206,502	111,077	107,871	218,948
Tepec.....	75,897	72,879	148,776	74,510	75,167	149,677
Tlaxcala.....	81,032	85,771	166,808	85,614	86,603	172,217
Veracruz.....	436,947	429,408	866,355	483,570	477,000	960,570
Yucatan.....	146,374	152,476	298,850	156,902	155,362	312,264
Zacatecas.....	226,084	226,494	452,578	228,123	224,763	452,886
Total.....	6,280,506	6,351,921	12,632,427	6,716,007	6,829,455	13,545,462

States and Territories.	Increase.			Decrease.		
	Males.	Females.	Total.	Males.	Females.	Total.
Aguascalientes.....	.....	.....	.....	1,360	1,345	2,705
Lower California.....	2,931	1,906	4,837	.....	.....	.....
Campeche.....	.....	.....	.....	1,164	2,676	3,840
Coahuila.....	14,690	25,183	39,873	.....	.....	.....
Colima.....	4,058	5,216	9,274	.....	.....	.....
Chiapas.....	23,579	20,429	44,008	.....	.....	.....
Chihuahua.....	34,956	29,277	64,233	.....	.....	.....
Federal district.....	33,868	30,699	64,566	.....	.....	.....
Durango.....	39,967	36,212	76,169	.....	.....	.....
Guanajuato.....	.....	8,540	8,540	6,777	.....	5,777
Guerrero.....	26,069	23,196	49,265	.....	.....	.....
Hidalgo.....	19,945	24,860	44,805	.....	.....	.....
Jalisco.....	12,538	17,651	30,189	.....	.....	.....
Mexico.....	38,074	44,765	82,839	.....	.....	.....
Michoacan.....	17,342	22,012	39,354	.....	.....	.....
Morelos.....	1,020	1,822	2,842	.....	.....	.....
Nuevo Leon.....	8,397	9,291	17,688	.....	.....	.....
Oaxaca.....	31,058	31,943	63,001	.....	.....	.....
Puebla.....	14,209	25,624	40,033	.....	.....	.....
Queretaro.....	.....	1,091	1,091	1,153	.....	1,153
San Luis Potosi.....	7,779	6,258	14,037	.....	.....	.....
Sinaloa.....	17,717	19,527	37,244	.....	.....	.....
Sonora.....	16,099	13,173	29,272	.....	.....	.....
Tabasco.....	13,132	10,136	23,268	.....	.....	.....
Tamaulipas.....	5,669	6,777	12,446	.....	.....	.....
Tepec.....	.....	2,288	2,288	1,387	.....	1,387
Tlaxcala.....	4,582	2,832	5,414	.....	.....	.....
Veracruz.....	46,823	47,592	94,415	.....	.....	.....
Yucatan.....	10,528	2,886	13,414	.....	.....	.....
Zacatecas.....	2,039	8,269	10,308	.....	.....	.....
Total.....	446,342	481,555	927,897	10,841	4,021	14,862

Net increase, 913,035.

MEXICO CITY, December —, 1901.

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CIUDAD JUAREZ.

My last annual report was very complete, and conditions have only changed in so far as the Mexican farmers in the Rio Grande Valley have become more impoverished. Their only hope for future crops depends on the international dam, which they expect the United States Government to establish in the south of New Mexico, not far from El Paso, Tex. If the flood waters of the Rio Grande should thus become permanently available for irrigation, the land in the northern section of this district will increase in value a hundredfold.

Successful agriculture on a small scale is carried on southwest of here, in the colonies of the Mormons. They have also established several steam mills for sawing wood, and produced during the fiscal year 1900-1901 more than 10,000,000 feet of serviceable lumber. They use circular saws of American manufacture.

Stock raising is profitably carried on by several capitalists, and the cattle are sent to the United States through the port of El Paso, or else reach our territory on the hoof through Columbus, N. Mex., and Presidio, Tex.

I give below the figures showing the imports through the custom-house of Ciudad Juarez from July 1, 1900, to June 30, 1901, as furnished me by the Mexican officials:

Imports, 1900-1901.

Articles.	Value in United States currency.	Articles.	Value in United States currency.
ANIMAL PRODUCTS.		VEGETABLE PRODUCTS.	
Ases.	\$740	Almonds.	\$880
Belting	2,750	Barrels and kegs.	6,400
Billiard balls	246	Boxes	17,150
Boots and shoes	56,540	Brooms	650
Butter	9,000	Cacao	100
Candles	7,580	Camphor	68
Cattle, neat	44,800	Candies	923
Cheese	2,400	Chocolate	130
Eggs	950	Cinnamon	1,600
Fans, feather	43	Cloves	130
Fish:		Cotton	10,300
Fresh	1,500	Coffee	1,800
Smoked and salted	900	Colophony	710
Furs	175	Corks	220
Gloves, leather	457	Corn	500
Glycerin	290	Cigarettes	80
Goats and sheep	4,300	Cigars	45
Hair:		Crackers	1,690
Human	20	Fecula	2,500
Goat's	16	Flour	13,400
Harness	2,280	Fruit preserves	20,300
Horses	27,770	Fruits:	
Lard	68,190	Dried	10,430
Manufactures of bone	168	Fresh	16,700
Manufactures of leather	2,573	Furniture	66,925
Manufactures of naere	272	Gum arabic	40
Meat:		Hay	7,880
Fresh	100	Hops	80
Canned	11,770	Manufactures of wood, not speci-	
Smoked and salted	4,130	fied	24,700
Milk, condensed	970	Manufactures of straw	2,950
Mules	1,150	Oats	4,500
Oil, fish	70	Oil:	
Patent leather	1,808	Essential	250
Saddles	1,100	Medicinal	113
Sausage	4,090	Seed	9,530
Silk, crude	2,770	Olive	1,365
Sponge	120	Olives	33
Swine	38,980	Plants, live	1,400
		Posts, telegraph	3,600
Total animal products	296,088	Ramie	33
		Reed	500

Imports, 1900-1901—Continued.

Articles.	Value in United States currency.	Articles.	Value in United States currency.
VEGETABLE PRODUCTS—continued.		MINERAL PRODUCTS—continued.	
Roots, medicinal.....	\$166	Wire cloth:	
Sacks and bagging.....	1,800	Iron.....	\$1,510
Seeds.....	2,500	Copper.....	970
Shavings.....	140	Wire for electric lights.....	3,800
Starch.....	470	Wire, iron and steel.....	4,388
Sugar.....	1,470	Zinc, sheets.....	5,040
Tea.....	2,040		
Timber.....	61,700	Total mineral products.....	782,590
Tobacco:			
Chewing.....	625	MANUFACTURED WOVEN GOODS.	
Smoking.....	2,995	Cotton piece goods.....	10,770
Turpentine.....	140	Cotton curtains and laces.....	3,870
Wheat.....	14,800	Cotton drawers and undershirts.....	8,430
Wicks.....	350	Cotton clothing.....	2,100
Wooden fans.....	1,000	Cotton bedspreads.....	590
Wooden handles.....	2,345	Cotton suspenders.....	990
Wooden pails.....	700	Cotton fringe.....	550
Wood for fuel.....	330	Cotton corsets.....	234
Woods, fine.....	1,040	Cotton umbrellas.....	260
		Cotton handkerchiefs.....	48
Total vegetable products.....	324,667	Cotton thread, cord, and wick.....	2,330
MINERAL PRODUCTS.		Linen piece goods.....	970
Axles, iron.....	1,170	Linen curtains and laces.....	155
Barrels, iron.....	1,100	Linen clothing.....	110
Brick.....	3,440	Linen fringe.....	55
Coal.....	45,000	Linen handkerchiefs.....	20
Coal tar.....	2,800	Linen shirt fronts.....	460
Coined money.....	120	Linen carpets.....	180
Coke.....	10,200	Linen thread and cord.....	684
Copper and brass in bars and sheets.....	420	Woolen piece goods.....	3,090
Crucibles, clay.....	3,320	Woolen clothing.....	2,195
Earthenware.....	4,640	Woolen fringe.....	88
Emery.....	240	Woolen saddle blankets.....	8
Glass bottles.....	4,900	Woolen umbrellas.....	48
Glassware.....	11,560	Woolen carpets.....	1,760
Gold and silver bullion.....	95,040	Woolen underwear.....	270
Grindstones.....	682	Silk piece goods.....	10,980
Insulators, telegraph.....	770	Silk thread and cord.....	2,140
Iron in pigs and sheets.....	21,480	Silk lace:	
Jewelry.....	3,990	Pieces.....	35
Lime.....	1,770	Garments.....	22,380
Manufactures of alabaster.....	550	Silk umbrellas.....	350
Manufactures of copper, not specified.....	15,800	Silk clothing.....	1,444
Manufactures of iron, not specified.....	48,583	Mixed textile fabrics.....	2,508
Manufactures of plaster.....	470		
Manufactures of tin.....	6,290	Total woven goods.....	75,099
Marble slabs.....	880		
Mirrors and looking-glasses.....	4,090	CHEMICAL PRODUCTS.	
Muffles.....	1,140	Acids.....	4,478
Nails and tacks.....	18,580	Alcohol.....	790
Oil, mineral.....	7,112	Antiseptic cotton.....	140
Ores.....	152,180	Baking powder.....	2,516
Paraffin.....	15,080	Carbonates.....	710
Pencils.....	270	Carburets.....	1,148
Plows.....	15,600	Drugs.....	5,163
Plumbago.....	840	Dry plates, photographic.....	850
Quicksilver.....	88,413	Liquid ammoniac.....	1,250
Rails, iron.....	118,000	Matches.....	75
Rakes and harrows.....	7,350	Medicinal capsules.....	375
Slates.....	2,070	Medicinal powders.....	98
Sledge hammers.....	3,574	Medicinal soaps.....	170
Solder.....	1,915	Medicinal wines.....	44
Steel bars.....	1,230	Medicine chest.....	35
Steel springs for carriages.....	410	Oxides.....	1,535
Stones, precious.....	150	Paints.....	4,350
Stoves, iron.....	5,410	Potash, caustic.....	3,530
Tiles.....	748	Quinine.....	42
Tin:		Salt, common table.....	1,280
Bars.....	420	Silicates.....	615
Sheets.....	234	Sugar of milk.....	485
Tubing:		Sulphate of copper.....	60,666
Clay.....	3,808	Sulphate of magnesia.....	650
Copper.....	190	Varnishes.....	1,575
Iron.....	28,150	Writing ink.....	545
Window glass.....	10,403		
Wire cable, iron.....	4,900	Total chemical products.....	93,196

Imports, 1900-1901.

Articles.	Value in United States currency.	Articles.	Value in United States currency.
SPIRITUOUS BEVERAGES.		VEHICLES—continued.	
Beer and cider.....	\$6, 673	Handcarts with 1 and 2 wheels....	\$13, 230
Bitters.....	226	Velocipedes.....	2, 906
Brandy.....	21, 509		
Liqueurs.....	790	Total vehicles.....	88, 612
Mineral waters.....	278		
Vinegar.....	191	ARMS AND EXPLOSIVES.	
Wine.....	16, 496	Air guns.....	209
Total beverages.....	46, 162	Cartridges.....	3, 683
PAPER AND ITS MANUFACTURES.		Dynamite.....	145, 677
Albumenized paper.....	20	Firearms.....	4, 935
Blank books.....	2, 635	Fireworks.....	107
Blank forms, printed.....	1, 900	Hunting powder.....	169
Charts and maps.....	70	Miner's fuse.....	9, 480
Cigarette paper.....	600	Mining powder.....	20, 309
Colored paper, glossy.....	1, 480	Side arms.....	70
Copy paper.....	300	Percussion caps.....	44
Envelopes, plain and with mono-grams.....	1, 200	Sword canes.....	20
Gold and silver paper.....	1, 900	Total arms and explosives....	184, 763
Manufactures of pasteboard, not specified.....	4, 900	SUNDRIES.	
Mus. sheet and book.....	8, 785	Artificial flowers and plants.....	186
Newspapers and printed books.....	85	Artistical designs and sketches.....	808
Packing paper.....	1, 120	Asbestos in sheets.....	3, 880
Pasteboard.....	700	Brushes.....	209
Pasteboard fans.....	260	Belts.....	190
Playing cards.....	92	Billiard tables.....	3, 012
Printing paper.....	10, 020	Canes, not specified.....	12
Printed and engraved stamps.....	2, 270	Caps.....	335
Visiting cards.....	190	Composition billiard balls.....	104
Wall paper.....	813	Cushions.....	1, 340
Waterproof paper.....	50	Edifices, complete.....	1, 060
Writing paper, plain and with monograms.....	2, 696	Feather dusters.....	103
Total paper.....	36, 966	Hats.....	10, 790
MACHINERY.		Ice.....	1, 750
Clocks and watches.....	2, 700	Lubricating oil.....	8, 290
Cranes.....	850	Manufactures of gutta-percha.....	2, 590
Electric batteries.....	2, 890	Perfumery.....	2, 322
Electric lamps.....	2, 340	Pictures.....	353
Engines, steam.....	113, 023	Razor straps.....	80
Engines, other kinds of motor.....	318, 443	Rubber bands for machinery.....	6, 145
Fire extinguishers.....	134	Rubber boots and shoes.....	170
Industrial machinery.....	32, 620	Rubber cloth.....	1, 240
Instruments, musical.....	6, 020	Rubber hose.....	8, 808
Instruments, scientific.....	8, 890	Rubber sheets.....	2, 143
Printing presses.....	16, 354	Sealing wax.....	633
Pumps.....	17, 610	Sieves.....	370
Tools of different kinds.....	16, 980	Soap, inodorous.....	1, 122
Total machinery.....	523, 344	Tents.....	1, 833
VEHICLES.		Transparencies.....	1, 410
Baby carriages.....	850	Whips.....	80
Boats.....	1, 050	Total sundries.....	56, 321
Carriages.....	11, 874	RECAPITULATION.	
Carriage wheels.....	85	Animal products.....	296, 098
Cars, railway.....	36, 430	Vegetable products.....	324, 667
Carts with springs.....	280	Mineral products.....	782, 590
Carts without springs.....	18, 350	Woven goods.....	75, 099
Car wheels.....	1, 120	Chemicals.....	93, 195
Couches.....	2, 937	Beverages.....	46, 162
		Paper and its manufactures.....	36, 966
		Machinery.....	523, 344
		Vehicles.....	88, 612
		Arms and explosives.....	184, 763
		Sundries.....	56, 321
		Total imports.....	2, 512, 837

Nearly all the goods imported came from the United States, the importations from other countries being less than 1 per cent of the whole.

On comparing this year's imports with those of last year, I find an increase of \$16,522.

Notable increases were:

Fresh fruit.....	\$54,625
Fruit preserves.....	13,700
Chemical products.....	33,880
Furniture.....	33,355
Boots and shoes.....	11,430
Dynamite.....	28,520
Printing presses.....	9,820
Pumps.....	4,128

There was a decrease in the following imports:

Railroad cars.....	\$125,540
Hand carts.....	11,957
Iron rails.....	34,977

Common soap does not appear in the list of imports, the article being supplied from Samalayuca, 25 miles south of Ciudad Juarez, where Messrs. Ketelsen & Degetan have established a factory. It is one of the few paying industries in this consular district. Its steam engine and all the other machinery were bought in the United States. The output is 30,000 pounds per week.

EXPORTS.

The exports from Mexico through the Juarez custom-house during the year ended June 30, 1901, exceeded in value those of the previous fiscal year by 20 per cent.

The greatest increases were:

	Per cent.
Mexican blankets (zarapes).....	100
Hides.....	88
Leaf tobacco.....	81
Neat cattle.....	60
Silver bullion.....	50
Drawn work.....	37
Straw hats.....	23
Fresh fruits.....	20

In other articles, there was a decrease. The exportation of Mexican beans (frijoles), for instance, which in 1900 amounted to \$7,580, was only \$610 in 1901. Jewelry in 1900 amounted to \$2,930 and in 1901 to \$410.

The following detailed list of exports is taken from the statistics furnished me by the collector of customs at Ciudad Juarez:

Exports through the custom-house at Ciudad Juarez, Mexico, from July 1, 1900, to June 30, 1901.

Articles.	Value in United States currency.	Articles.	Value in United States currency.
Barrels.....	\$759	Cattle, neat.....	\$584,010
Baskets.....	175	Chill.....	3,350
Beans.....	610	Chocolate.....	196
Beer.....	45	Clay figures.....	343
Blankets.....	5,343	Cyanides:	
Bones.....	1,395	Gold.....	56,666
Bottles.....	45	Silver.....	72,850
Bullion:		Coffee.....	8,880
Gold.....	363,330	Coin:	
Silver.....	586,110	Gold.....	12,500
Candy.....	217	Silver.....	3,666,527
Canes.....	698	Copper, sheets.....	240

Exports through the custom-house at Ciudad Juarez, Mexico, etc.—Continued.

Articles.	Value in United States currency.	Articles.	Value in United States currency.
Drawn work	\$20,830	Manufactures of shell	\$65
Drugs	255	Manufactures of silver	300
Eatables	107	Manufactures of wood	1,084
Face powder	38	Maps	1,450
Feathers and feather work	1,480	Matte	54,222
Firearms	32	Meat:	
Flour	6	Fresh	85
Footwear	22	Salted	517
Foreign goods	29,576	Mescal	640
Fruits:		Mexican flags	200
Dried	83	Oil paintings	852
Fresh	54,778	Olive oil	12
Furniture	1,690	Ore, silver	4,955,090
Galloons	615	Pasteboard	1,230
Garden stuff	3,070	Photographs	388
Glycerin	7,590	Piloncillo	3,725
Harness	15	Plants, live	230
Hats:		Postage stamps, canceled	50
Felt	375	Potttery	1,200
Straw	32,145	Precious stones	5,050
Hides and skins	15,230	Printed books and pamphlets	2,950
Horses	1,470	Saddles	175
Instruments:		Side arms	13
Musical	705	Silk goods	380
Scientific	720	Soap	13
Ittle	340	Starch	42
Jewelry	410	Tobacco:	
Lead	650	Cut and chewing	1,000
Manufactures of brass	620	Leaf	3,000
Manufactures of copper	25	Toys and curiosities	915
Manufactures of gypsum	28	Vanilla	95
Manufactures of iron	650	Wine	120
Manufactures of leather	310		
Manufactures of marble	890	Total	10,576,520
Manufactures of paper	68		

FREE ZONE.

The free zone is still in existence, but its abolition will no doubt soon be effected, and industrial enterprises along the northern border of Mexico will then be restored and Ciudad Juarez may become a flourishing town.

CHARLES W. KINDRIK, *Consul.*

Ciudad Juarez, November 4, 1901.

CHIHUAHUA.

This consular district comprises the southern half of the State of Chihuahua and contains fully four-fifths of its population and wealth.

The city of Chihuahua is the capital of the State and has 30,000 inhabitants, including about 1,500 Americans and 500 Europeans. Probably, as many more Americans live in other portions of the district.

MINING.

Mining operations have increased considerably during the past year. New mines of gold, silver, and copper have been discovered and are being developed. The older mines, too, are being worked more extensively and profitably, modern machinery having, in many instances, been brought from the United States.

CATTLE AND CROPS.

The rainfall this season has been insufficient, and the corn crop in this district will be short. For the same reason, many cattle are in poor condition, and in some sections considerable loss has resulted from lack of water and sufficient pasturage.

TRADE WITH UNITED STATES.

The total exports from this district to the United States during the past year amounted to \$2,304,648 gold. I have no means of ascertaining the value of the imports, but believe there has been an increase.

RAILROADS.

In addition to the three railroads touching Chihuahua (The Mexican Central, The Chihuahua and Pacific, and The Mineral), construction work has actually commenced on the Kansas City, Mexico and Orient Railroad. This line will enter Mexico at Presidio del Norte, Tex., and run southwest 600 miles to Topolobampo. It will pass through Chihuahua and be 500 miles shorter than any other route to the Pacific Ocean. The company receives a liberal subsidy from the Mexican Government.

NEW INDUSTRIES.

Since my last annual report, an extensive packing house has been established in this city. Chihuahua consumes about 36,000 beeves and 90,000 hogs per annum. A cracker factory and a macaroni factory are also entering business here.

A smelter of 200 tons' daily capacity, which has been idle for ten years, is soon again to be put into operation.

I believe the outlook for the sale of United States products and for investment of United States capital is better than ever before.

W. W. MILLS, *Consul*.

CHIHUAHUA, *October 17, 1901.*

LA PAZ.

No perceptible change has occurred in the trade and industries of this district within the last year. The drought, continued from one season to another, has greatly depressed the meager trade. Cattle raising, which had been a considerable resource, has within the last three years almost disappeared, owing to the insufficient rains.

MINES.

The only hope of prosperity lies in the mines, and it is said that minerals exist in this peninsula which warrant prospecting.

The principal works in operation at present are the Boleo copper mines at Santa Rosalia and the Progress silver mines at Triunfo. The former employs some 4,000 men and the latter from 1,200 to 1,500. Three smaller companies are starting on gold ledges which are said to be favorable.

SUGAR.

The crop of sugar cane this year was good, and while it is only grown in localities specially favored by running water, considerable profit was derived. The cost of making crude sugar and packing it for market was 2 cents per pound, while its selling price was from 6 to 7 cents Mexican (3 to 3½ cents gold). The production from the San Jose and Todos Santos plantations, comprising some 1,500 acres, was about 5,000,000 pounds. These lands have no regular values, but at times they can be purchased for prices ranging from \$50 to \$125 gold per acre, the latter being paid for very select land with improvements. This industry, though limited at present, should attract the attention of investors.

SISAL.

A new industry has been recently started, in the extraction of fiber from the sisal plant, which was formerly considered unfit for commerce. A Chicago firm is already on the field with a large plant for fiber extraction. As this work is entirely new, no data can be obtained that would serve for estimates; but while sisal-growing lands can be secured at present by the thousands of acres at a price not exceeding 75 cents to \$1 per acre, it is reasonable to suppose that as soon as this important discovery becomes known to the owners, they will raise their prices.

JAS. VIOSCA, *Vice-Consul*.

LA PAZ, *August 31, 1901.*

MATAMORAS.

The industrial and commercial conditions of this consular district have improved somewhat since my last annual report. This section of the country has been visited by many prospectors during the past year, and the prospect of its early development is encouraging. The special object of this report is to speak briefly of the rich and varied resources of this section of the State of Tamaulipas, and the rare possibilities which it would offer with better transportation facilities.

MONTEREY-MATAMORAS RAILWAY.

It has been authoritatively stated that a concession has been granted by the Mexican Government to an American syndicate to build a standard-gauge railroad from Monterey to Matamoras, which is situated in the State of Tamaulipas, near the mouth of the Rio Grande. The concession carries a governmental subvention of \$8,000 a kilometer, and there is a strong probability that this State will add \$2,000 to this amount, which has already been increased by numerous private subscriptions.

STOCK RAISING.

The territory of northeastern Mexico is principally devoted to the raising of stock. It will never be suitable for any other industry, and its admirable location and unusual advantages in this regard might

render it, when the isthmian canal is completed, one of the chief sources of supply for the west coast and Pacific trade. Notwithstanding the fact that stock raising is the chief industry of the interior of the State, there is a vast extent of land lying along the Rio Grande and other rivers through which the proposed railroad will pass that is susceptible of successful irrigation. This land has remained up to the present almost wholly undeveloped, on account of inadequate transportation facilities.

AGRICULTURAL PRODUCTS.

The soil is composed of a rich, alluvial loam, and one can scarcely exaggerate its wonderful fertility. Almost anything suited to a semi-tropical climate will grow, especially corn, cotton, sugar cane, beans, beets, fruits, vegetables, etc., and it has recently been demonstrated that rice can be successfully cultivated. On the American side of the Rio Grande, directly opposite this city, an American company has recently purchased 40,000 acres of land and suitable pumping machinery, and next season intends to cultivate rice on an extensive scale. It may be well to state here that along the lower reaches of the Rio Grande, the fall of the water is insufficient to irrigate by gravitation.

One of the most promising enterprises and one which has been thoroughly tested, is the raising of sugar cane. The climate is admirably suited to the production of sugar. Its growth is perennial. The cane often shows 32 joints. The saccharine matter gradually increases until about the sixth or seventh year, when it is necessary to replant. In this connection, it has been stated that beets of the mangel-wurzel variety will grow, but their cultivation for the manufacture of sugar has never been attempted. They have, however, been successfully planted at different seasons of the year.

No country surpasses the central region of Tamaulipas in the production of fruits and vegetables. Of the former, the orange stands first. The soil and climate combine to produce one of the most perfect oranges grown on the continent, and under conditions of temperature which eliminate all risk of destruction by cold. The fruit is unsurpassed for sweetness, lusciousness, thinness and toughness of skin, and productiveness. Besides oranges, lemons, limes, toronjas, guavas, bananas, aguacate, and all other semitropical fruits grow to perfection, while the almond, pecan, and English walnut also yield enormously.

MINERAL RESOURCES.

The mineral products of this district, while not to be compared with those of the interior and Pacific States in extent, variety, or richness, are yet worthy of consideration. The dominant metal is galena (lead-silver). It is found in greater or less quantities along the northern slope of the Lampassas Mountains, the northeastern slope of the Sierra Madre proper, and as far south as the Panuco River, the dividing line between Tamaulipas and Vera Cruz. The four principal mineral districts are Linares, San Nicolas, San Carlos, and Victoria. These regions, in fact, have only been prospected sufficiently to show that a scientific exploration would disclose great mineral wealth. Bituminous coal of a good quality is found along the Rio Grande, and it is now being scientifically explored with the intention of developing it in the near future. Besides coal, iron, tin, sulphur, asphalt, and zinc may be found in different parts of the State.

MATAMORAS A PROSPECTIVE TRADE CENTER.

I have spoken particularly concerning the above points, inasmuch as the railroad enterprise seems to be an assured fact. The old port at Bagdad could easily be reopened, and with the expenditure of money and by international agreement, one of the finest harbors on the Gulf coast could be constructed at the mouth of the Rio Grande. The location of Matamoras makes it important. Before the changing of the routes of commerce, all the importations for the interior were lightered at Bagdad and consequently passed through the Matamoras custom-house. It still enjoys both a maritime and a frontier distinction, the only one of its class in the Republic. In case of any improvement such as I have referred to above, this city would become a gateway of commerce. The products of the Northwest and Pacific slope would seek an outlet by the most direct lines to the Gulf, and this section would become an objective point for one or more of the large railway systems operating in the southwestern part of the United States. The construction of the isthmian canal may give such an impetus to Gulf commerce that the improvement of this harbor will be considered necessary.

The prosperity of this country is not spasmodic. Mexico is experiencing a steady, normal growth, both in population and wealth. Her resources are being developed. New industries are constantly being established. Investments are secure. There is no discrimination against foreigners. The policy of the Government is one of peace and good will toward all. Mexico, and especially the State of Tamaulipas, which has recently elected an intelligent, liberal-minded governor, offers inducements worthy of the investigation of prospective investors and capitalists.

P. MERRILL GRIFFITH, *Consul.*

MATAMORAS, *October 4, 1901.*

MAZATLAN.

EXPORTS.

Following is a list of the exports from this port to the United States during the fiscal year ended June 30, 1901:

Articles.	Value in United States currency.	Articles.	Value in United States currency.
Bismuth.....	\$5.00	Garbanzos.....	\$4,258.00
Bullion:		Alligator skin.....	14,177.77
Gold.....	880,704.52	Deer skins.....	544.00
Silver.....	1,720,495.20	Fish skins.....	1,896.32
Silver and gold.....	708,806.04	Goat skins.....	226.90
Tailings.....	1,580.70	Oxhides.....	78,955.65
Silver slag.....	1,006.14	Horns.....	702.10
Bones.....	1,135.82	Limes.....	28.60
Books.....	2,500.00	Ores.....	111,712.22
Chiles.....	20.00	Silver ore.....	351,074.78
Cigars.....	107.00	Precipitates.....	51,223.00
Caoutchouc.....	112.50	Returned American goods.....	1,898.52
Concentrates.....	88,875.74	Rubber.....	70.00
Coffee.....	2,547.76	Sicoria.....	9,426.00
Coin:		Sulphides.....	8,999.09
Silver.....	911,980.62	Shrimps.....	15,733.25
Gold.....	2,166.00	Tomatoes.....	3,593.30
Copper.....	23,927.31	Vegetables.....	462.61
Caustic potash.....	332.85	Mahogany.....	140.08
Cotton.....	1,428.85	Cedar.....	929.47
Fish, dried.....	21,335.24	Guayaco.....	115.00
Feathers.....	80.00		
Glue stock.....	657.32	Total.....	4,974,409.06

This is a loss of \$877,362.48 as compared with the preceding fiscal year, and is accounted for as follows:

Decrease:	
Alligator skins	\$8, 879. 24
Silver and gold bullion	591, 571. 17
Silver ore	381, 206. 42
Gold ore	147, 424. 89
Precipitates	136, 303. 10
Concentrates	204, 597. 61
Wood, logs	11, 977. 63
Raw sugar	24, 141. 28
Fish, dried	8, 308. 00
Total decrease	<u>1, 514, 409. 24</u>
Increase:	
Silver bullion	54, 478. 41
Gold bullion	242, 006. 73
Hides and skins	22, 001. 52
Mexican dollars	313, 989. 62
Shrimps	4, 571. 57
Total increase	<u>637, 046. 76</u>
Difference	<u>877, 362. 48</u>

OPPORTUNITIES FOR NEW INDUSTRIES.

A meat-packing house, a paper mill, a glass factory, and canning plants for shrimps, fish, oysters, and tomatoes are needed here; and would, in my opinion, prove good paying investments; also smelting works and an ore mill.

MEANS OF DEVELOPING AMERICAN TRADE IN MEXICO.

The greatest handicap our exporters have to overcome in the development of American trade in this district is that nearly all large Mazatlan business houses are branches of either German, French, or Spanish firms, and have been established for forty years or more. When after years of service, the heads of these branch houses retire and return to their native land to enjoy well-earned wealth and rest, younger men who have come to Mexico early in life and who understand the customs, habits, and language of the inhabitants, succeed them and carry on the business.

The merchandise required by the branch houses is ordered from home firms and arrives here in sailing vessels twice a year. The whole cargo represents generally a single consignment, and includes goods manufactured in England, Germany, France, and Spain. The charges for freight on these vessels are very low.

To successfully introduce American goods here, many difficulties must first be overcome. As above stated, the trade has long been controlled by European firms, which, as a matter of course, prefer doing business with their own countries. But trial shipment of certain goods in which our manufacturers are especially strong should be consigned to reliable firms here having connections in the United States. This would be the entering wedge and would, no doubt, lead to additional orders. As yet, American manufacturers, especially of dry goods, hats, ladies and gentlemen's furnishings, shoes, and notions, have made practically no attempt to capture even a portion of the trade.

A FLOATING SAMPLE STORE.

I received information some time since that a vessel would leave the United States for the western coast of Mexico, Central and South America having on sale samples of merchandise of all kinds suitable for tropical trade, each line of goods being in charge of an expert salesman. This would be a most excellent idea, and would ultimately result in the importation of millions of dollars worth of American manufactures.

SAMPLE ROOMS.

Sample rooms under the control of the American consulate, well equipped and with facilities for taking orders, should be established in every port, and would, in my opinion, prove the cheapest and best method of bringing the excellence of our manufactures to the attention of the public.

METRIC SYSTEM OF WEIGHTS AND MEASURES.

United States manufacturers and exporters could greatly increase their trade if they would employ the metric system of weights and measures, which is in use in nearly all commercial countries.

BUSINESS DIRECTORY.

It would be of the greatest assistance in the development of our trade with Mexico if the different commercial organizations of the United States would jointly issue a complete list of our merchants and manufacturers, containing no advertisements, and send copies to the consular officers for distribution. I know of several good orders that have been lost because I could not give the addresses of houses dealing in the particular goods wanted.

Our imports from Mexico amount to almost \$70,000,000, while our exports to that country are only a little over \$30,000,000. This condition of trade should be reversed, and I am satisfied that it could be accomplished if the right methods were pursued.

CORRESPONDENCE.

One of the first things instilled in the minds of Mexican children is politeness. It is taught in the schools and is practiced by the rich and poor alike; it prevails in business as well as in home circles. Mexicans are very polite in all their correspondence, and the short, blunt, business letters of our exporters make a bad impression upon them. They imagine their trade is neither appreciated nor desired.

OCEAN TRANSPORTATION.

The Pacific Mail Steamship Company's vessels touch at Mazatlan six times a month. Steamers leave Panama on the 3d, 13th, and 24th of each month, arriving at Mazatlan on the 19th, 28th, and the 8th, and leave San Francisco for Mazatlan and the south on the 8th, 18th, and 28th, arriving here on the 3d, 14th, and 24th. The time occupied by the trip from San Francisco to Mazatlan is six days. The first-class fare is usually \$45 (United States gold), but at the present time there

is a rate war among the Pacific Mail Steamship Company, the Pacific Steam Navigation Company, and the Compania Sud Americana Vapores, and the present fares are: First class, \$18; second class, \$10 (United States gold). The freight rate is \$1 per ton from San Francisco to Mazatlan, but this is liable to change at any moment, when, no doubt, the former tariff of \$12 per ton will be in force again.

The steamer *Curacao* of the Pacific Coast Steamship Company leaves San Francisco for Mazatlan on the 7th of each month and arrives here on the morning of the 13th, leaving the same evening for Lower California and Gulf ports, calling at Altata, La Paz, San Rosalia, and Guaymas, returning here on the 13th of the month, and departing for San Francisco the same day.

The Kosmos Line steamers make monthly trips from Hamburg, Germany, to San Francisco, and lately have been running as far north as Puget Sound, arriving here about the middle of the month on their up trip, and the latter part of the month on their down trip.

Steamers of the Pacific Steam Navigation Company and the Compania Sud Americana Vapores leave Valparaiso on the 1st, 15th, and 29th of each month and arrive here on the 30th, 13th, and 27th, and leave San Francisco on the 12th, 26th, and 28th and arrive in Mazatlan on the 3d, 17th, and 31st. Passenger and freight rates on these lines are the same as those on the Pacific Mail Steamship Company.

SAILING VESSELS.

Owing to prevailing very low freight rates, sailing vessels from the United States have ceased calling here, except on rare occasions, when they bring powder, dynamite, and fuses, which passenger steamers are prohibited from carrying.

German sailing vessels arrive here, usually in September or October, direct either from Germany or France, with cargoes for local merchants. Generally, these vessels are loaded with goods belonging to one firm, but occasionally vessels come here (usually from Hamburg) with mixed consignments. Their freight rates are 25 shillings per English ton (equal to 35 cubic feet), while the German steamers charge 45, 50, and 60 shillings per cubic meter or 100 kilograms.

MEXICAN COAST STEAMERS.

Mazatlan has three lines of coast steamers: The Compania de Transportes Maritimos, with 5 vessels; the Linea de Navigacion del Pacifico, also with 5 vessels, and the Vapores Nacionales, with 2, all of which do a very profitable passenger and freight business on the Mexican coast from Guaymas to Acapulco. These three lines are owned in Mazatlan and the general offices of the companies are located here. The first two lines have each added a new steamer (built in England) to their fleet.

RAILROADS.

The only railroad operated in this State is the Occidental Railroad, running from Altata (a small port on the Gulf of California) to Culiacan, the capital, a distance of about 45 miles. The road is of standard gauge and pays well. It is owned and controlled by English capital.

Several new railroad projects within this consular district are being

discussed in official circles, but as yet only one has materialized—the Kansas City, Mexico and Oriental Railroad, which is now in process of construction. The western terminus of this road will be at Topolobampo, in the State of Sinaloa, which has one of the finest natural harbors on the Pacific coast. Work is being pushed from both ends of the line and a great deal of grading has been done.

No progress has been made since my last report toward extending the International Railroad from Durango to Mazatlan, but many well-informed people claim that the road will be built in the near future.

RAILROAD FROM GUAYMAS TO MAZATLAN.

This projected coast line is backed by United States capitalists. The projectors have an unlimited amount of money behind them and they enjoy the confidence of the Mexican Government, which has offered them a subsidy of \$8,000 per mile. It is claimed, however, that a more liberal offer is necessary before they will decide to begin construction.

A committee from this State is at present in the City of Mexico, endeavoring to secure a more liberal concession.

This road would open up a very rich mining belt, as well as an agricultural region of great possibilities. The forests along the projected line are among the best in Mexico, and consist of white and yellow pine, oak, cedar, mahogany, rosewood, ebony, and lignum vitum. It would also connect directly with the great railway systems of the United States and would do more than any one thing to increase our trade with the west coast of Mexico.

ROADS AND CANALS.

This State (Sinaloa) is very deficient in wagon roads, and practically nothing is done toward building new ones or keeping the old roads in repair. All transportation into the interior is by either mules or burros.

There are no canals in this State, with the exception of a small one near Fuerte, used for irrigation purposes only; neither are there any navigable streams that could be utilized for moving freight.

COMMERCIAL TRAVELERS.

If the very best men—men who are gentlemen in every sense of the word—who speak Spanish fluently, and who do not use liquor, were sent here, I am satisfied that they would do a profitable business if they represented the right houses. Commercial travelers will find here a superior class of very conservative merchants, who take great pride in paying their debts promptly. Business failures are very rare, there having been only one in the last fifteen years, and that was due to the failure of the main house in Paris.

When a commercial agent arrives in any Mexican city where he expects to do business, the wisest plan is to pay his respects to the proper authorities, both city and custom-house, state his business, and request a license to sell to merchants. The fee for the license varies from \$10 to \$30, according to the class of goods, and if the agent thinks the charge excessive, by keeping cool and showing that he can not afford to pay so much on his particular line of goods, he succeeds in almost every case in having the fee reduced.

Samples which have no commercial value are admitted free of duty. Passports are not necessary in Mexico, but it would be well to register at the American consulate, as it is often important for the consul to know where to send delayed telegrams or mail, and very frequently, also, he may be able to give valuable information and pointers to travelers which they could not secure from any other source.

EXISTING RATES OF LICENSE.

The tax on sales is \$2.60 for each \$100 worth sold. This tax is paid by the purchaser, as it is charged in his bill, no matter how large or small the amount may be.

Each leaf of the accounting books used in commercial houses is stamped by the Government, and stamps must be put on all legal documents, contracts, leases, etc., according to the consideration named. Bank checks require 2 cents for each check less than \$100, and 5 cents for amounts over \$100; notes, 10 cents for \$100; orders, 2 cents for each \$10; bills and receipts, 2 cents for each \$20 or fraction thereof, and invoices, 3 cents for each \$5.

FINES.

The heads of all Government departments inflict a very heavy fine on everyone found guilty of violating the stamp law, and in default of prompt payment, the culprit is confined in the city jail. One half of the amount of the fine is awarded the informant; the other half is turned into the Mexican treasury.

BANKING.

Banks in Mexico make charges for transactions that a United States banker would never think of. If small change is wanted, the charges are 1 per cent, and up to a few years ago, depositors had to pay a small per cent for the privilege of depositing their money.

Interest on gilt-edged notes is from 8 to 10 per cent, and in case a note is renewed, 1 per cent additional is charged, no matter how responsible the person is. Long-time loans, secured by real estate, pay 12 per cent interest per annum. To exchange foreign money, the charges are from 3 to 5 per cent in addition to the quoted premium. People not engaged in business use the banks very little and hardly ever deposit their idle money, preferring to keep it hidden in their homes. The profits of the banking business are very large, often as much as 20 per cent per annum on the capital invested. The bankers are very conservative and a bank failure is a great rarity in Mexico.

BANKS.

The National Bank, the oldest establishment of its kind here, is a branch of the National Bank of the City of Mexico, which has a capital of \$20,000,000. The local branch is capitalized at \$2,000,000, does an annual business amounting to \$1,500,000, and keeps an average of \$100,000 cash on hand. The profits of last year amounted to \$100,000.

The Bank of Mexico and London is a branch of the bank of like name at the City of Mexico, which has a capital of \$15,000,000. The

Mazatlan branch has a capital of \$1,000,000, does an annual business of \$1,000,000, and claims to have made between \$50,000 and \$75,000 during the past year.

The Occidental Bank is a Mazatlan institution, and is owned and controlled by local merchants. This bank has five branches, located in Guaymas, Colima, Culiacan, Alamos, and Hermosillo, and has a paid-up capital of \$1,500,000. It does a business (in Mazatlan) amounting to \$3,000,000, with a profit of \$150,000. This bank is one of the main institutions of Mazatlan.

NAVIGATION TAXES AND FEES.

No tonnage fees are collected from the following vessels, viz: War vessels, vessels used solely for fishing, pleasure yachts, and small vessels engaged in local business.

Tonnage fees must be paid each time a vessel arrives from a foreign port. For steamers, the charge is 6 cents per ton; for sailing vessels, 10 cents.

All foreign vessels loaded with merchandise destined for a foreign port are required to pay the following tax: For distance of between 5 and 60 miles, \$1 a ton; over 60 miles and under 360 miles, \$3; over 360 miles, \$5 a ton.

Pilot fees are charged as follows: Clearing for foreign ports, \$1.75 Mexican silver; anchoring, \$4; mooring and unmooring, \$5. If the pilot is retained on board ship, \$2 a day and \$1 a day for each one of his crew. Sailing fee after port is closed and before 8 o'clock p. m., \$10; at a later hour, \$20.

If a Mexican vessel is in port or arrives while a foreign vessel is in the same port, owners can not ship freight, even if they so desired, on the foreign bottom, but must deliver it to the Mexican vessel.

QUARANTINE RULES.

The fee for a bill of health for steamers destined for a foreign port is \$5; for a Mexican port, \$3; for sailing vessels for a Mexican port, \$2, and for a foreign port, \$3.

For the first visit of a health officer, every vessel must pay the following fees: In the first Mexican port she touched at, 2 cents a ton or \$10 minimum; all other Mexican ports, 1 cent a ton or \$5 minimum; vessels plying between Mexican ports only, 1 cent a ton or \$3 minimum.

Under the quarantine rules, vessels must pay the following fees: Three cents a ton for every day in quarantine. Passengers must pay, if taken to the quarantine hospital, \$5 if first class and \$3 if second, each day, and seamen \$2.50.

Vessels having to be disinfected in case of contagious diseases must pay, if not over 100 tons gross, \$20; if over 1,000 tons, \$35; if not over 2,000 tons, \$65, and over 2,000 tons, \$100.

For disinfecting baggage on land a fee of \$1.50 is charged; \$1 for members of the crew; \$1 for bedding and each cabin, and 2 cents a kilo for all other classes of goods.

None of these fees will be collected from war ships, from vessels being compelled to put in under distress, which do not enter into any commercial transactions at the port, or from revenue vessels.

NEW INDUSTRIES.

SHOE FACTORY.

Among the new industries here is a large shoe factory, which will be operated on the American plan, using the Goodyear and McKay standard screw system. The entire outfit was furnished by the United Shoe Machinery Company, of Boston, Mass., and is of the most modern pattern.

The factory, under the supervision of M. T. Wholy, of Boston, expects to make 2,000 pairs of shoes a day by piecework, and will give employment to 150 persons.

It is owned by a stock company with a paid-up capital of \$300,000.

A MODERN TANNERY.

The Compania Agricolo Industria, located at the Hacienda Palmilla, about 10 miles from here, opened up their establishment about two weeks ago. All machinery is of the latest design and was furnished by the Vaughn Company, of Peabody, Mass. The steam plant is of 120 horsepower. The factory has a capacity of 100 sides of sole and upper, is under the management of three American foremen, and employs 150 men. The capital is \$300,000. This plant and the new shoe factory will be merged into one company, as the majority of stock in both organizations is held by the same persons.

SOAP FACTORY.

A modern soap factory has been opened here under the name of "La Union." It has a capital of \$200,000, employs 25 men, and manufactures 1,000 kilos of soap and 1,700 gallons of cocoanut oil a day.

SUGAR PRODUCTION.

The State of Sinaloa is an exceptionally favored region for the growth of sugar cane. There is a certainty of raising from 40 to 50 tons of cane an acre each season, and the cane carries a very high percentage of sugar, estimated at not less than 200 pounds to the ton. An acre of sugar cane here will produce more pounds of sugar than an acre of hay land in the north produces pounds of hay. Replanting is necessary only every twelve or fifteen years.

The grinding season lasts from December 1 until June 1, during which time the weather is simply perfect—no rain to interfere with the handling of the crop, nor frosts to do any damage.

SUGAR PLANTS ON THE WEST COAST OF MEXICO.

First. At Ahome, Sinaloa, on the Fuerte River, is located the Aguila Sugar Refining Company, owned by B. F. Johnstone & Co., an American concern. It is in a very prosperous condition and will be incorporated in the near future under the name of The Sinaloa Sugar Company, where its capital and output will be greatly increased. At present the mill has a capacity of about 400 tons per annum. Cane is purchased from the growers at \$4 a ton.

Second. At Florida, on the same river, is located the Zakany Sucesores sugar mill, with a capacity of 200 tons per annum.

Third. At Constancia, about 15 miles from Ahome, on the Fuerte River, is located the Constancia mill, owned by Francisco Orrantia. The capacity is 150 tons per annum.

Fourth. At Culiacan is the sugar mill and plantation La Aurora, with a capacity of 350 tons. The company cultivates its own cane.

Fifth. At Novelato, on Culiacan River, is located the hacienda Primavera, owned by Almada Brothers. This plantation is the largest in the State of Sinaloa, and has a capacity of 2,500 tons. Water for irrigation is taken from the river and carried by ditches to the several fields.

Sixth. At Tepic are located the Escondia and Puga mills, with an annual capacity of 2,500 and 1,500 tons, respectively. The Puga mills are now increasing their output to 3,500 tons. The product of both mills is transported on wagons 55 miles to a point of shipment on the coast.

THE CONSUMPTION OF SUGAR.

The consumption of sugar in the following markets, which are in part supplied by west coast mills, is as follows:

State of—	Tons.
Sinaloa	2,500
Sonora	2,500
Chihuahua	3,000
Cohuila	1,500
Durango	2,500
Campeche and Yucatan	5,000
Other points on the west coast	1,500
Total	18,500

As only 7,570 tons of refined sugar are produced annually, these figures indicate that there is a large market for this article, which sells at an average price of 24 cents a kilogram, or about 11 cents a pound, but as the Mexican import duty on sugar is 15 cents a kilogram, foreign competition is eliminated. The deficiency is supplied by a very poor grade of black sugar called "panoche," made by the small mills. Panoche will not stand transportation during the warm season.

A recent report by the Holland sugar commission in regard to the sugar industry shows the following statistics of production:

	Per hectare.
Mexico	kilos.. 7,000=15,400 pounds
Martinique	do.... 2,400= 5,280 pounds
Dutch India	do.... 4,200= 9,240 pounds
Cuba	do.... 4,300= 9,460 pounds
Brazil	do.... 6,000=13,200 pounds
Guadalupe	do.... 2,400= 5,280 pounds
Reunion	do.... 4,000= 8,000 pounds

LOUIS KAISER, *Consul.*

MAZATLAN, *October 17, 1901.*

MONTEREY.

IMPORTS AND EXPORTS.

Statistics available at this time place the value of the imports into Mexico during the fiscal year ended June 30, 1901, at \$74,471,914 gold—an increase over the preceding twelve months of \$13,167,000

gold—two-thirds of which passed through the district of Monterey. The value of the exports during the same period amounted to about \$82,000,000 gold, an increase of about \$12,000,000 gold. The exports from Monterey also increased about \$2,000,000 gold, or a total of about \$17,000,000 gold for the year. The imports into Monterey, the great majority of which came from the United States, amounted to about \$17,000,000 gold over the fiscal year ended June 30, 1900. Monterey is an inland port, and as entries are made at the border ports, as a rule, it is difficult to secure exact figures; but the statistics quoted may be considered as nearly correct.

INDUSTRIES.

The industries of this district are steadily increasing, and following is a list of the enterprises recently projected or completed:

Steel works, a sugar factory and refinery, a silver refinery, a malt house, the freight depot of the Mexican National Railroad, a glass factory, the roundhouse and machine shop of the Mexican National Railway, a pasteboard factory, a tinware factory, an electric-car line connecting steel works with depot, and the Mercantile Bank building, one of the finest structures in the Republic, besides numerous other excellent buildings for business purposes and many first-class private residences.

DEVELOPMENT OF NUEVO LEON.

In the State of Nuevo Leon, of which Monterey is the capital, there is great activity and progress. Fine buildings, public and private, are being rapidly constructed, but notwithstanding, private houses still fail to meet the demand. The new steel plant referred to is being rapidly pushed to completion, and the railroad therefrom to the iron mines is in operation. The Mexican National Railroad has been accorded the privilege of building a railroad from Monterey to Matamoras, which will give transportation facilities to northeastern Nuevo Leon, northern Tamaulipas, and southeastern Texas.

The sugar factory at Linares has been remodeled, and during the present season, will be engaged in the production of alcohol. This plant is soon to be removed to La Cruz, where it contemplates manufacturing several million pounds of sugar next season.

The mining territory contiguous to Monterey is being steadily developed, the combined mineral output of the smelters now reaching about \$20,000,000 annually. The refinery operated by smelter No. 2, so called, has been successful in refining all the bullion presented. Smelter No. 3 has broken ground for a roasting plant to cost \$500,000, which will greatly increase its facilities for handling certain classes of ore.

The Cuahatemoc Brewery is building huge additions to its plant, which will triple its present capacity and make it the largest in the Republic and one of the best equipped on the continent.

The continued development of the coal deposits at Barroteran and San Felipe has decreased the price of fuel, and this insures to Monterey continued supremacy as the manufacturing center of Mexico.

Agriculture in the State of Nuevo Leon progresses slowly. The country is mostly barren, with but little water, and while there is some improvement, the industry is not keeping pace with the manufacturing and commercial development of the State.

DEVELOPMENT OF COAHUILA.

In the State of Coahuila, a part of this district, extensive irrigation enterprises have been completed and others are in course of construction. The Coahuila and Pacific Railroad, running from Saltillo to Torreon, will also be finished by May next, and will give access to the richest agricultural section of the State.

The city of Torreon is developing very rapidly. From a wayside station ten years ago, it is now a prosperous city of 26,000 inhabitants, embracing a number of extensive manufacturing and other enterprises. For instance, the new smelter at that place (practically completed) is one of the largest in the world, and waterworks, sewers, and an electric tram system are being contracted for and will be installed within two years. The electric line from Torreon to Lerdo (a distance of 7 or 8 miles) is the best equipped and constructed in the Republic and is doing an excellent business.

DEVELOPMENT OF TAMAULIPAS.

Tamaulipas, also in this district, is the least advanced of the timber States, but under its progressive governor, is beginning to show signs of development. The oil deposits also give promise of becoming of great value. Its true wealth, however, lies in stock raising and agriculture. It is the best-watered State on the frontier, and its fertile soil is adapted to raising nearly all semitropical and tropical products. The climate is good. The marked development of Tamaulipas is along these lines, and considerable progress has been made during the past year. For example, the Bernal Orchard Company, at Forlon, an American enterprise, has met with great success, and the Frio Valley Company, owned by some of the gentlemen connected with the Bernal orchard, is now developing the Walnut hacienda, about 20 miles south of Escandon station, on the Mexican Gulf Railroad, and is also planning a great sugar, rice, and fruit plantation.

Victoria, the capital of Tamaulipas, has electric lights and an ice plant, while every city and town in northern Mexico is prosperous and progressive.

Tampico has developed into a great port, destined to be, it is thought, the greatest in the country. It is not believed, however, that Tampico will ever become a great manufacturing or commercial center.

PHILIP CARROLL,

Vice and Deputy Consul-General in Charge.

MONTEREY, *November 20, 1901.*

AMERICAN ENTERPRISE IN MONTEREY.

The great progress for which Monterey is noted does not date back many years. In 1888, for example, there were no manufactories here, nor was there a cogwheel or smokestack within the city limits, and very little trade was carried on with the United States. At that time, there were only thirteen Americans in the city, and only one private banking house, that of Patricio Milmo. Financial and commercial

intercourse was practically nil. Exchange and drafts were on London, Antwerp, Madrid, and Paris, while it was difficult to procure a draft on New York. At present, there are two large financial establishments in the city, with abundant capital, whose principal business is with the United States, and exchange on New York is obtainable for unlimited amounts, while with one exception, the Milmo bank, exchange on Europe can not be procured. At the period referred to railroad services were meager. The Monterey and Mexican Gulf Railroad, which connects Monterey with Tampico and other important points, was then in course of construction. In order to make the road pay, it became necessary to seek the cooperation of manufacturing industries in the United States and to invite the investment of capital. This was accomplished by the constructor, afterwards general manager and part owner of the Gulf road, Col. J. A. Robertson, to whom Monterey is more indebted for her almost unparalleled strides in all directions than any other man. Through his influence, smelters 1, 2, and 3, so called, were established.

About this time the brewery, to which he gave the land and which has made so many Montereites wealthy, was projected and carried to a successful finish through his influence. Colonel Robertson also established the iron foundry and machine company, the wire-nail works, the brick works, all of which he owned. The Terminal and Mineral Belt Railroad, which he built, connecting Monterey with Diente, an extensive mining district, is another of his enterprises, as is also the roller flouring mill. The waterworks and sewerage system, which are on the eve of success, are other projects due to him. The gas plant and power company, for which he has just procured a concession, is another. He has also established four Protestant churches in northern Mexico. In fact there is not a stride which the city has made with which he is not identified. He is also owner of the Daily News, a Monterey publication which would do credit to any city in the United States. He induced the authorities to enter upon an extensive improvement of the streets, and under their authority has laid many miles of brick streets, which have been of much benefit to and greatly increased the prosperity of the city and its inhabitants. In fact, Colonel Robertson has been the pioneer builder of this city, and to him is due much of its enterprise and success. Not only is this true of Monterey, but also of a large portion of northern Mexico.

PHILIP C. HANNA, *Consul-General*.

MONTEREY, *July 30, 1901.*

NOGALES.

Sonora being one of the border States of Mexico, is becoming acquainted with American modes of business, and as there is a constantly increasing influx of mining and other business men from the United States, trade between the two countries is annually improving. American manufacturers are gradually learning that in order to sell their goods they must accommodate themselves to the wants and peculiarities of their customers, and not attempt to impose their own ideas upon them. Formerly, only an occasional trade circular printed in Spanish was sent to this consulate; now, fully one-half are in that language. Many United States houses have also adopted the plan

of sending out young Mexicans or Cubans as traveling salesmen, and as they are unusually well acquainted with the wants of the Latin-American trade, they have achieved excellent results, not only in selling goods, but also in advising their employers as to modes of packing and desirable qualities and patterns of merchandise.

MINES.

Mining has greatly increased during the past year, notably in the production of copper, of which immense bodies are located in different parts of Sonora. These mines are being rapidly developed, and there is certain to be an enormous increase in the output of this metal within the next few years. As the copper ones all carry a percentage of gold and silver, the production of the latter metals will also show a corresponding increase.

Railroads will be completed during the year from Naco to La Cananea, towns on the international line, and from Douglas to Naco-sari, copper-mining camps in Sonora. Both of these lines will connect with an independent American system, running at first to Deming, N. Mex., and later to El Paso, Tex.

AGRICULTURE AND TRADE.

The orange crop will be large and will mature very early this season, and as it will reach the markets of the United States before the California crop ripens, producers in Sonora hope for an exceptionally profitable year.

Cattle have sold at good prices, and large numbers have been exported to the United States, while contracts for future shipments have exhausted the visible supply.

Trade with the United States is increasing, except in some lines of fancy goods, which are being produced in Germany, at exceedingly low prices. Merchants who formerly purchased these goods in France now buy them from Germany.

Sonora will be brought into closer trade relations with the United States during the next few years, owing to the fact that several railroads are projected to connect American systems with ports on the Gulf of California, and from these, steamship lines will carry merchandise to Asiatic ports by shorter routes than from the coast of California.

J. F. DARNALL, *Consul*.

NOGALES, *October 25, 1901.*

SALTILLO.

The exports from this district for the last six months of 1900 were \$848,715.94, Mexican currency (\$403,140).^a For the first six months of the year 1901 they amounted to \$1,132,271.80 (\$565,003), an increase over the last six months of 1900 of \$285,555.06 (\$161,863), thus justifying the prediction of Consul Towle, in his annual report for last year, that the exports would continue to augment for an indefinite period.

^aIn the first six months of 1901, the average value of the peso was 49.9 cents; in 1900, it was 47.5 cents; in 1899, 46.9 cents.

During the calendar year 1900, the exports from this district to the United States were \$1,580,852.88 (\$750,905); in the year preceding, they amounted to \$1,285,670.45 (\$602,979), an increase during 1900 of \$295,182.43 (\$147,926). I predict a greater ratio of increase for the year 1901 than for 1900.

INDUSTRIES.

Saltillo has a variety of industries, among which are several large flouring mills, cotton factories, brick plants, blanket factories, tanneries, furniture factories, a hat factory, railroad repair shops, lumber yards, an electric-light plant, a telephone exchange, a large and well-equipped city slaughterhouse, and three banks. The factories are run by steam or water; sometimes by both. Three railroads have their centers in Saltillo, and other roads are either projected or in course of construction. The new hotel spoken of in the last annual report from the consulate is to be finished in April, 1902. The sewerage and water-works are now completed, and every property owner in the city is required by law to connect his premises with the former.

SALTILLO AS A CITY FOR INVESTMENTS.

Owing to climatic conditions, Saltillo is especially adapted for a sanitarium. The city has a population of about 30,000, and is 5,300 feet above sea level. The climate is delightful, having an average temperature of 64.5° F. During all seasons, Saltillo attracts many visitors—the excursionist for its beautiful scenery and the health seeker for its high, dry, and invigorating climate, which is especially recommended to sufferers from pulmonary diseases. I believe that a sanitarium here would be a paying institution, both because of the healthful climate and excellent water of Saltillo and its proximity to the United States.

Saltillo is located in a fruit-raising section; various varieties thrive well here. Tomatoes, beans, corn, and other vegetables are also produced in abundance, and, in my opinion, there is an opening for the establishment of a canning factory, this being the center of three railroads that traverse the fruit-producing sections of the surrounding country. There is no factory of this description in the northern part of the Republic, all canned goods being imported and retailing at exorbitant prices.

Upon careful investigation, Saltillo will be found, I think, to be a desirable field for the American capitalists. New mines are being opened, new factories established, new industries springing up; and these are not "wild-cat" speculations, but permanent, paying investments.

SAMUEL BENNETT, *Vice-Consul in Charge.*

SALTILLO, *October 3, 1901.*

TUXPAN.

During the fiscal year ended June 30, 1901, I can report but few changes. Exports decreased in one item only, vanilla, which was probably shipped through the port of Vera Cruz. Imports from the United States have been light, buyers preferring the Vera Cruz and City of Mexico markets. There has been no change in taxes, the

money market has been easy, and merchants are preparing for a good winter's trade.

The New Jersey and Mexican Asphalt Company has done nothing in the past year, but it is rumored that the firm will soon commence work again. The London Oil and Trust Company has received most of its machinery for boring and drilling; when the managers will commence work is unknown.

The two brickyards have orders ahead all the time. One has just received a new brick machine from the United States, which will enable it to keep up with the demand. The two sawmills work steadily. One of them is a German plant, sawing for that market.

AGRICULTURE.

Rains have been generous, and crops of every description good, with a surplus of corn for shipment to less-favored districts. Vanilla, tobacco, and coffee are cultivated on a small scale.

Land seekers have visited this section and some large sales have been made, but there are no improvements as yet, with one exception—a plantation of 6,000 acres, 1 mile below the town, fronting on the river, nearly all fenced, with about 400 head of cattle on it. The manager has already planted 60,000 rubber trees.

COMMUNICATION.

The opening of the canal (some years hence) between Tampico and Tuxpan is much talked of. If ever effected, it will prove a benefit to all travelers, as the present means of communication between the two ports (by tug or lighter over a rough bar to steamer) is not only unpleasant, but at times dangerous. The prospects for opening the bar or for completion of the Hidalgo railroad are remote. The Ward Line steamers call about twice a month; the Mexican National Line as often.

There is no healthier port on the whole coast of Mexico than this. Not a single case of infectious or contagious disease has occurred during the year.

EDWIN R. WELLS, *Vice-Consul.*

TUXPAN, *October 12, 1901.*

CENTRAL AMERICA.

BRITISH HONDURAS.

The census of this territory was taken on March 31, 1901, showing an increase since the enumeration of 1891 of 6,008 persons, the rate being 19.09 per cent; and now, with an area of 7,500 square miles, the population is 37,479, of whom 178 persons are reported as having been born in the United States. The towns of British Honduras are entirely on the seacoast, and the supporting industries of both town and country are the cutting and exporting of mahogany and dyewoods and the raising and shipping of bananas, oranges, plantains, and cocoanuts. The only manufacturing industry is the making of sugar, in the southern district of Toledo, which represents an output of 776,000 pounds.

FRUIT TRADE.

The enhanced cost of cutting of the woods of the colony (because of increased distances from the streams) and the great depression in the European markets for these woods has caused a large falling off in the output, but the fruit trade has had a notable and unexpected revival. In December, 1900, the Independent Line of steamers from New Orleans began a fortnightly service to and from Belize and the coast, and the result of this competition with the steamers that had so long controlled the trade is that from January 1 to September 30, 1901, the values of fruit shipped, compared with the corresponding months of 1900, were:

Fruit.	1900.	1901.
Bananas	\$71,208.28	\$127,662.66
Plantains	12,670.05	11,904.50
Cocoanuts.....	11,927.61	19,850.57
Total.....	95,805.94	159,417.73

Because of thus finding a new market for the fruit (for the vessels purchase directly from the sailboats and dories) other lands have been cleared and planting increased, with bright hopes for the future, based on the above-noted increase of \$63,611.89 for nine months only.

COMMERCE.

The total value of the exports from British Honduras to the United States for the year ended June 30, 1901, was \$242,079.50, not including \$835.80, the value of returned American goods.

The return of imports into this colony for 1900-1901 is as follows:

General imports into British Honduras in 1900.

TEN PER CENT AD VALOREM DUTY.

Articles.	Countries whence imported.	Value of quantities imported.	Value in currency of total imports.	Duty.
Aerated waters	United Kingdom	\$1,146	\$1,558	
	United States	188		
	Germany	229		
Blinds, doors, sashes, etc	United States	2,436	2,436	
Asbestos paint	do	7	7	
Bread and biscuits, navy and pilot	do	2,087	2,336	
Bacon and hams	United Kingdom	299	19,752	
	United States	19,674		
	United Kingdom	78		
Books and stationery	United States	2,456	979	
	United Kingdom	2,212		
	Spain	19		
	Germany	290		
	Jamaica	3		
Brush ware	United States	1,397	1,597	
	United Kingdom	200		
Boots and shoes	United States	58,832	58,227	
	United Kingdom	2,314		
	Guatemala	554		
	Honduras	835		
	Germany	1,126		
	France	66		
Butter	United States	20,415	23,678	
	United Kingdom	2,965		
	France	298		
Clothing	United States	5,831	29,629	
	United Kingdom	28,411		
	Germany	172		
	France	214		
	Jamaica	1		
Cement and lime	United Kingdom	662	683	
	United States	81		
Church vestments	do	61	61	
Copper	United Kingdom	656	659	
	Honduras	3		
Cheese	United States	7,519	10,562	
	United Kingdom	2,791		
	Honduras	16		
	Holland	161		
	France	24		
	Guatemala	61		
Cotton goods	United States	72,194	165,926	
	United Kingdom	92,040		
	France	286		
	Germany	1,456		
Confectionery	United Kingdom	5,118	7,158	
	United States	2,080		
	Guatemala	7		
	Mexico	3		
Drugs and chemicals	United States	18,084	15,936	
	United Kingdom	2,502		
	Germany	177		
	Mexico	52		
	France	163		
	Canada	8		
Earthen and glass ware	United States	1,315	7,368	
	United Kingdom	4,846		
	Germany	1,308		
	France	8		
	Guatemala	194		
	Honduras	102		
	Mexico	30		
Furniture	Belgium	75	2,966	
	United States	1,888		
	United Kingdom	501		
	Germany	24		
	Trinidad	563		
	Honduras	24		
Fish, salted	Guatemala	1	2,981	
	United States	2,847		
	United Kingdom	11		
	Canada	78		
	Mexico	45		

General imports into British Honduras in 1900—Continued.

TEN PER CENT AD VALOREM DUTY—Continued.

Articles.	Countries whence imported.	Value of quantities imported.	Value in currency of total imports.	Duty.
Guns and pistols	United States.....	982	\$4,652	
	United Kingdom.....	2,058		
	Belgium.....	1,687		
Hardware and cutlery.....	United States.....	15,201	87,871	
	United Kingdom.....	21,579		
	Germany.....	411		
	Mexico.....	62		
	Guatemala.....	4		
Hats	Honduras.....	114	12,812	
	United States.....	2,799		
	United Kingdom.....	6,088		
	Germany.....	78		
	Honduras.....	2,588		
Indian corn.....	Mexico.....	256	2,001	
	Guatemala.....	1,058		
	United States.....	2,001		
Jewelry and plate	do.....	1,847	4,298	
	United Kingdom.....	2,075		
	Guatemala.....	25		
	Germany.....	271		
	France.....	76		
Lamps and lamp ware.....	Canada.....	4	2,699	
	United States.....	2,188		
	United Kingdom.....	554		
	Germany.....	12		
	United States.....	78		
Iron fencing.....	United Kingdom.....	552	680	
Iron roofing.....	do.....	5,549	5,578	
	Honduras.....	24		
Leather, unmanufactured....	United States.....	1,765	2,902	
	United Kingdom.....	80		
	Mexico.....	1,106		
	Guatemala.....	1		
Matches	United States.....	3,213	3,899	
	United Kingdom.....	186		
Metal (old)	Guatemala.....	4	4	
Musical instruments.....	United States.....	1,472	3,805	
	United Kingdom.....	695		
	Germany.....	1,081		
	Mexico.....	42		
Paints.....	Guatemala.....	50	7,951	
	Honduras.....	15		
	United Kingdom.....	6,659		
	United States.....	1,292		
	do.....	4,046		
Perfumery.....	United Kingdom.....	2,502	7,297	
	Germany.....	187		
	France.....	489		
	Danish West Indies..	87		
	Barbados.....	86		
Provisions	United States.....	47,142	107,790	
	United Kingdom.....	59,087		
	Barbados.....	165		
	Guatemala.....	285		
	Honduras.....	595		
	Germany.....	205		
	Mexico.....	842		
	France.....	86		
	Trinidad.....	20		
	Jamaica.....	12		
	Nicaragua.....	1		
Rope and twine.....	United States.....	7,838	12,509	
	United Kingdom.....	4,976		
	Mexico.....	195		
Saddlery and harness.....	United States.....	1,009	2,790	
	United Kingdom.....	1,469		
	Mexico.....	812		
Pitch and tar.....	United States.....	125	168	
	United Kingdom.....	88		
Sewing machines.....	United States.....	3,409	3,498	
	United Kingdom.....	88		
	Honduras.....	6		
Ship chandlery.....	United States.....	1,730	2,118	
	United Kingdom.....	353		
	Honduras.....	80		
Shot and ammunition.....	United States.....	1,350	3,176	
	United Kingdom.....	1,826		

General imports into British Honduras in 1900—Continued.

TEN PER CENT AD VALOREM DUTY—Continued.

Articles.	Countries whence imported.	Value of quantities imported.	Value in currency of total imports.	Duty.
Silks	United Kingdom	\$2, 789	\$3, 536	
	China	781		
	United States	16		
Sundries	do	17, 842	30, 208	
	United Kingdom	10, 410		
	Germany	1, 278		
	Honduras	278		
	Mexico	70		
	Guatemala	71		
	France	246		
	Jamaica	6		
	Trinidad	4		
	Canada	8		
Rice	United States	329	11, 106	
	United Kingdom	10, 776		
School appliances	do	4	56	
Salt	United States	52	354	
	United Kingdom	352		
	United States	2	1, 738	
Toys	do	275		
	United Kingdom	930		
	Germany	465		
	Mexico	13		
Trucks and carts	United States	417	541	
	United Kingdom	124		
Wood and wicker ware	do	815	3, 588	
	United States	2, 684		
	Germany	9		
	Honduras	9		
	Guatemala	11		
	United Kingdom	6, 071		
Woolen goods	United States	114	6, 399	
	Germany	214		

SPECIFIC DUTY.

Article.	Countries whence imported.	Total quantities imported.	Value in currency of total imports.	Duty.
Beef and pork barrels..	United States	5, 898	\$73, 635	\$1 per barrel.
Beer, porter, cider, and perry, gallons.	do	12, 259	7, 431	25 cents per gallon.
	United Kingdom	6, 831	5, 108	
	Germany	382	270	
	Mexico	5	6	
Candles:				
Tallow pounds..	United States	5, 954	604	1 cent per pound.
Other.....do.....	do	32, 755	3, 575	
	United Kingdom	20, 311	1, 793	2 cents per pound.
	Germany	998	125	
	Holland	858	80	
Cigars .....number..	Mexico	265, 275	5, 439	\$6 per M.
	United States	41, 325	1, 137	
	Guatemala	16, 735	103	
	Honduras	105, 295	576	
	United Kingdom	512	15	
	Jamaica	2, 000	10	
Cocoa.....pounds..	United Kingdom	1, 784	1, 267	3 cents per pound.
	United States	149	24	
	Honduras	323	17	
	Mexico	60	6	
Cigarettes	United States	908, 468	1, 181	75 cents per M.
	United Kingdom	130, 300	414	
	Mexico	323, 662	543	
	Egypt	13, 925	102	
	Guatemala	106, 610	100	
Coffee .....pounds..	United States	40, 432	3, 701	2 cents per pound.
	Guatemala	41, 875	3, 189	
	Honduras	31, 843	2, 942	
	Mexico	934	96	
	Jamaica	652	10	
Flour .....barrels..	United Kingdom	2	2	50 cents per barrel.
	United States	17, 991	72, 717	

General imports into British Honduras in 1900—Continued.

SPECIFIC DUTY—Continued.

Article.	Countries whence imported.	Total quantities imported.	Value in currency of total imports.	Duty.
Gunpowder pounds..	United Kingdom	5,650	\$1,086	5 cents per pound.
	United States	1,225	182	
Hay and oats.....do.....	do	509,832	4,439	10 cents per 100 pounds.
	Honduras	300	3	
Lard.....do.....	United States	158,749	9,449	1 cent per pound.
	Guatemala	71	4	
	Mexico	3,350	190	
Lumber:				
Dressed feet.....	United States	587,438	11,102	\$1.50 per M feet.
Rough.....do.....	do	592,235	10,315	\$1 per M feet.
Oils:				
Mineral gallons.....	do	149,209	22,888	3 cents per gallon.
Other.....do.....	do	2,633	1,274	
	United Kingdom	5,779	4,080	6 cents per gallon.
	France	12	14	
	Honduras	184	15	
Opium.....pounds.....	United States	34	128	\$2 per pound.
	Germany	51	14	
Soap.....do.....	United States	195,165	5,563	25 cents per 100 pounds.
	United Kingdom	676,493	20,067	
	Honduras	25	1	
Spirits:				
Brandy.....gallons.....	United Kingdom	1,124	2,573	\$2.50 per gallon.
	Germany	561	62	
	France	206	623	
	United States	511	23	Do.
Cordials.....do.....	United Kingdom	511	121	
	Germany	305	515	
	France	50	66	Do.
	United States	164	280	
Gin.....do.....	United Kingdom	1,197	866	
	Germany	2584	152	Do.
Rum.....do.....	United Kingdom	854	182	
	France	2	6	
	Honduras	171	80	Do.
Whisky.....do.....	United Kingdom	2,797	4,143	
	Canada	890	1,000	
	United States	2,039	2,039	Do.
Other.....do.....	do	19	19	
	France	7	7	
Sugar:				
Refined.....pounds.....	United States	70,677	3,468	2 cents per pound.
	United Kingdom	7,853	305	
	Germany	2,500	106	
Unrefined.....do.....	United States	1,953	86	14 cents per pound.
	Honduras	42	3	
Tea.....do.....	United Kingdom	32,878	7,136	5 cents per pound.
	United States	323	136	
Tobacco, raw:				
Leaf.....do.....	do	118,562	10,430	8 cents per pound.
Other than leaf.....do.....	do	3724	161	
	United Kingdom	758	406	50 cents per pound.
	Mexico	1	1	
Wines:				
Sparkling.....gallons.....	United Kingdom	26	163	1.50 per gallon.
	France	100	665	
	Germany	12	117	
	United States	18	146	
Still.....do.....	United Kingdom	4,061	4,356	
	Germany	747	775	50 cents per gallon.
	France	3814	850	
	United States	2,067	1,315	
	Spain	4	60	
	Honduras	4	2	
Revolvers.....number.....	United States	66	330	\$3 each.
	United Kingdom	1	26	\$1.75 each.
Rifles.....do.....	United States	9	104	

General imports into British Honduras in 1900—Continued.

DUTY FREE.

Articles.	Countries whence imported.	Total quantities imported.	Value in currency of total imports.
Agricultural implements.....	United States..... United Kingdom.....	..... .....	\$145
Animals:			
Cattle.....head..	Honduras..... Nicaragua..... United States..... Mexico.....	1,588 52 2 8	42,477
Horses and mules.....do...	United States..... Honduras..... Guatemala.....	1 25 35	2,352
Hogs.....do...	Honduras.....	54	182
Turtle.....do...	Mexico..... Honduras.....	524 2	2,580
Other.....do...	United States..... Honduras.....	29 2	251
Fowls.....	United States..... Honduras.....	..... .....	1,188
Asbestos paint.....	United States.....	.....	801
Books, printed.....	.....do..... United Kingdom..... Honduras..... France..... Mexico..... Spain.....	..... ..... ..... ..... ..... .....	2,374 1,911 94 50 6 18
Bread (navy and pilot).....	United States..... United Kingdom.....	..... .....	2,011
Bricks, roofing slates, and tiles.....number..	United States..... United Kingdom.....	2,000 10,000	96
Bullion and coin.....	United States..... Honduras..... Guatemala.....	..... ..... .....	106,082 9,500
Cane bills, knives, and hoes.....	United Kingdom..... United States.....	..... .....	58
Cement and lime.....	.....do..... United Kingdom..... Belgium.....	..... ..... .....	815
Cocoanuts.....number..	Honduras..... Guatemala..... Mexico.....	2,820 7,000 8,600	194
Coal and coke.....tons..	United States..... United Kingdom..... Brazil.....	670 141½ 18	4,158
Church vestments.....	United States..... United Kingdom..... France.....	..... ..... .....	218
Consular supplies.....	United States..... Germany.....	..... .....	211
Fish, salted.....	United States..... Honduras..... Mexico..... Canada.....	..... ..... ..... .....	2,410
Fruit, fresh.....	United States..... Honduras..... Jamaica..... Guatemala.....	..... ..... ..... .....	1,138
Government stores.....	United Kingdom..... United States.....	..... .....	5,824
Hides and skins.....	Honduras..... Nicaragua..... Guatemala..... Mexico.....	..... ..... ..... .....	2,028
Ice.....	United States.....	.....	194
Indian corn.....	United States.....	.....	3,121
Iron fencing.....	.....do..... United Kingdom.....	..... .....	702
Iron roofing.....	.....do..... United States.....	..... .....	7,509
Machinery.....	.....do..... United Kingdom.....	..... .....	2,983
Mahogany.....logs..	Honduras.....	18	120
Maps and charts.....	United Kingdom..... United States.....	..... .....	38
Meat (fresh).....	.....do.....	.....	252
Palings.....	.....do.....	.....	8
Pitch and tar.....	.....do..... United Kingdom.....	..... .....	361
Logwood.....tons..	Mexico.....	78	1,415

General imports into British Honduras in 1900—Continued.

DUTY FREE—Continued.

Articles.	Countries whence imported.	Total quantities imported.	Value in currency of total imports.
Plants, seeds, and bulbs	United States	\$858
	Guatemala .....	.....
	Honduras .....	.....
	Jamaica .....	.....
	Mexico .....	.....
Plants for railways, etc.	United Kingdom	318
	United States .....	.....
Pumps for raising waterdo	278
Rice	United Kingdom	608,390	12,385
	United States	8,952	
Rubber	Honduras	3,543
	Guatemala .....	.....
Salt	United States	354
	United Kingdom .....	.....
School appliances	United States	189
	United Kingdom .....	.....
Shooks and staves	United States	54
	.....do .....	.....
Tanks or vats	Norway	1,585
	United Kingdom .....	.....
Tombstonesdo	56
Tortoise shell	Honduras	328	4,303
	Mexico .....	.....
Trucks for mahogany works	Guatemala	25
	United States .....	.....
Uniforms	United Kingdom	444
	United States .....	.....
Vegetables	Honduras	6,458
	Guatemala .....	.....
	United Kingdom .....	.....
	Jamaica .....	.....
	Mexico	

This shows that of the total volume of \$1,198,772, the United States is credited with \$708,403. The imports from the United States in 1899-1900 were \$615,168 in value; thus the increase is "all along the line."

There is no question that the traveling man is wanted more and more, not for British Honduras only, but for the neighboring Republics. The Southern cities do send men here, but so should New York, Boston, Chicago, and St. Louis, and as the expense account should not be heavy, our trade returns would be even greater than those indicated for 1901.

The flag of the United States is rarely seen in the port of Belize. An occasional lumber schooner from Mobile or Pensacola and the weekly mail packets from New Orleans are the only reminders that there are still United States vessels in tropical waters. Norway seems to control the carrying trade as far as this little colony is concerned, for in the year ended June 30, 1901, 290 vessels, sail and steam, cleared from Belize carrying the colors of Sweden and Norway, more than all those of other nations combined.

TARIFF.

The tariff of 12½ per cent, which superseded the old rate of 10 per cent, was retired by limitation on February 1, 1901, and now the former rate of 10 per cent applies to all ad valorem goods.

RAILWAY.

The railway question arises in the colony from time to time, and with great regularity is retired. It is to be hoped the time will come when that much-needed enterprise will be started, and prompt notice will be forwarded from this consulate.

BRITISH HONDURAS AS A HEALTH RESORT.

There is one thing to which too general publicity can not be given, and that is the glorious chance for benefit to consumptives that British Honduras affords. From January to July, it is a question if any place is better. The strong and life-giving sea breeze blows constantly and the temperature of 80° to 85° is made more than bearable; it is most comfortable. Were the place better known, I am sure more people suffering from lung diseases would come here. Immigration would follow, and trade and commercial relations with the United States of America would be greatly increased.

W. L. AVERY, *Consul.*

BELIZE, *October 15, 1901.*

GUATEMALA.

MACHINERY.

While United States machinery is highly appreciated in Guatemala, it does not seem to have gained the foothold that it deserves; not, however, on account of the quality, which is recognized as superior but owing principally to its delicate structure.

The English machinery has the market; nearly two-thirds of all the machinery in Guatemala is shipped here by English firms. The planter reckons the pound sterling on the same basis as the American five-dollar gold piece, and as the English exchange is lower by 10 or 15 points, the cost of the machinery is correspondingly reduced. The question of credit, as in other articles of merchandise, is an all-important factor in determining the purchaser where to look for his machinery. The English manufacturer seems satisfied to get the interest on his accounts, and is willing to extend credit on this basis. The Germans, as well as other foreign houses, give long credits, but are not as generous as the English firms.

American machinery is considered a prime article of manufacture, but the local opinion is that it is built too light for durability. Mozo or Indian labor is universal in Guatemala, and it is wholly unskilled. Our machinery is considered to be of insufficient strength to withstand ignorant handling. English machinery is about one-third heavier than the American apparatus of the same horsepower. Careless packing is also alleged of American products. I am informed by importers that when machinery arrives, some of the parts are likely to be missing or broken, and the time spent in getting duplicate parts is so long as to cause serious loss. The same authorities inform me that English and German machinery is faultlessly packed.

In Guatemala, the word hurry is not known, and labor is ridiculously cheap. The planter can not see that a skilled mechanic would be a saving to him, both in the production of a better quality and the preservation of his machinery. The ordinary mozo, in operating a coffee thrasher, looks only to the usual production and does not think of the condition of the coffee. On the other hand, it is recognized that our machinery is economical in fuel, and as the fuel supply of the country grows scarcer every year, this element will eventually influence the planter in favor of our apparatus. American machinery will in time

command the attention of Central America. The increase in trade even in the last five years is marked. The low price of coffee for the past two years has forced the planter to exercise strict economy, and the advantages I have mentioned, although trivial, are carefully weighed before purchasing.

MINING.

Until the last year, little attention has been given to mining in Guatemala. Throughout the Republic, probably not five mines were successfully worked. Lately, however, several American mining experts have been making inspections, with the result that considerable excitement has developed. It is thought that the vein so profitable in Mexico extends through the adjoining republics.

RAILROADS.

The Guatemala Central Railway, from San Jose, the port on the Pacific, to Guatemala, is the leading road, and the company is making extensions throughout the Republic. The Northern Railway, now being laid from Puerto Barrios, on the Atlantic, to Guatemala city, has suffered much from rains and washouts, and almost all the bridges have been swept away. The difficult construction is about to commence, and it is feared that the blast of a locomotive whistle on this road will not be heard for some time.

WAGON ROAD.

Pending the opening of the Northern Railway, the Government has almost completed a wagon road from the capital to a point where it is hoped to connect with this railway. When finished, this road will have been an expensive undertaking, but one of the most needed of public improvements.

GROCERIES AND SHOES.

American groceries seem to be in demand, and the wholesale grocery houses of San Francisco are shipping quite an assortment into Guatemala.

There is a good market for our footwear, but the supply as yet is limited.

IMPORTS AND EXPORTS.

The imports from the United States and Cuba for the year 1900 amounted to \$1,134,487.18, and consisted of tallow, lard, lumber, cotton cloths (white and colored), railroad material, flour, drugs, matches, piping, machine oils, and barbed wire.

The exports to the United States and Cuba* were—

For the first six months of 1900:

Sugar.....	pounds..	4, 628, 000
Bananas.....	bunches..	51, 970
Coffee in oro, cleaned.....	pounds..	9, 763, 300
Coffee pergamino, in the hull.....	do.....	3, 058, 600
Cocoa.....	do.....	23, 100
Beef hides.....	do.....	419, 200
Rubber.....	do.....	132, 600
Wool.....	do.....	1, 100
Deer hides.....	do.....	32, 400

* So classified by the Director of Customs.

Second six months of 1900:

Sugar	pounds..	708, 000
Rice	do.....	18, 600
Bananas	bunches..	68, 284
Coffee in oro	pounds..	948, 900
Coffee in pergamino	do.....	277, 600
Cocoa	do.....	10, 500
Beef hides	do.....	208, 500
Rubber	do.....	73, 400
Deer hides	do.....	14, 700

JAMES C. McNALLY, *Consul-General.*

GUATEMALA, *October 15, 1901.*

HONDURAS.

The volume of the imports into Honduras from the United States was fully equal to that of last year, but to some extent trade which should have been ours has been diverted to other channels. This is accounted for by the close quarantine of the Louisiana State Board of Health, which prevented merchants visiting the United States. It is claimed there has been no yellow fever or other contagious disease along the coast or on the Bay Islands of Honduras for more than ten years, and there is a feeling among the merchants here that the United States is unnecessarily strict in the enforcement of its quarantine regulations. There have been several German vessels along the coast this year, delivering goods which would otherwise have been purchased in the United States.

The exports of tropical fruits to the United States are increasing. It is estimated that 1,500,000 bunches of bananas are shipped each year. The average selling price is 22½ cents, gold, per bunch. Cocoa-nuts have been in demand and brought good prices, ranging from \$10 to \$20 per thousand. These two items constitute about 90 per cent of the exports from the Bay Islands and north coast of Honduras. The remainder consists of rubber, hides, and sarsaparilla, all of which goes to the United States.

There are no reliable figures obtainable, but it is safe to say that from 75 to 85 per cent of the imports come from the United States.

There are some complaints of the manner in which certain goods are packed. The articles should be put up in as small packages as possible, and the cases made as light as is consistent with safety, as the duties are levied on the gross weight and no tare is allowed. Corn meal, crackers, oatmeal, and all cereals should be packed in tin cases, as these articles do not keep in this climate and often prove a dead loss. Merchants could well afford to pay the difference in cost if these goods were put up in tin, and I believe it would increase the demand. I have seen crackers packed in this manner, and they were as fresh as when first baked. All goods are lightered ashore, and when they are incased in tin, the danger of damage by water is reduced to a minimum. Candy is imported almost exclusively from England, as it is not put up properly in the United States. There is quite a trade in this line, and it would pay our manufacturers to give more attention to the requirements of this market. Cases of merchandise should weigh as near 100 pounds as possible.

There are no manufactories of any kind in this section that I am aware of, except a small soap factory at Ruatan, which turns out a good article. In my opinion, a strong, cheap soap would find a ready market here. Most of the soap used is of English make and is purchased in large quantities at Belize.

Mail from the United States is now received quite regularly every week via fruit steamers, and as a result the amount has increased.

As there are no banks on the coast or Bay Islands, the fruit companies act in that capacity and give drafts on their New Orleans houses in exchange for native currency. During the past year, the value of the peso or sol has been steady at 45 to 47 cents United States gold. Freight rates have remained the same—40 to 60 cents per hundred pounds.

This Republic has no merchant marine except a few small schooners built on the islands of Ruatan and Bonacca. A 50-ton schooner, at present under construction on Ruatan and intended for trade between Key West and the Bay Islands, may also be mentioned.

There is no license required for commercial travelers, and they experience no trouble here.

The people are friendly to the United States, and there is no discrimination against our goods.

The rate of postage is 15 cents silver for one-half ounce; in United States currency, it is $6\frac{1}{2}$ cents.

BENJAMIN JOHNSTON, *Consul*.

UTILLA, *September 25, 1901.*

NICARAGUA.

I transmit herewith tables of the trade of Nicaragua for the year 1900, showing the totals of the exports and imports to have been 7,865,459 pesos (\$3,445,071*) and 8,877,731 pesos (\$3,888,446), respectively. This indicates an unfavorable trade balance of 1,012,272 pesos (\$443,375); but in comparing the table of exports from Bluefields with the American Consular Digest of Invoice Book, I find that the exports were 3,098,979 pesos (\$1,357,353), inclusive of 450,800 pesos (\$197,450) for mahogany, instead of 2,244,083 pesos (\$982,908), or a difference of 854,895 pesos (\$374,444), which, if added to the total as shown by the table, gives 8,720,354 pesos (\$3,819,515) as the total of the exports, leaving an apparent unfavorable trade balance of only 157,377 pesos (\$68,931).

The statistics for Cabo Gracias a Dios and San Juan del Norte are not given, and are at present unavailable; though the exports and imports of both are small, and probably would not materially change the results.

The total of imports from and exports to the United States is stated at 4,369,718 pesos (\$1,913,936) and 3,404,331 pesos (\$1,491,097), respectively; though if the difference of 854,896 pesos (\$374,444), shown to exist in the export statistics of Bluefields, is taken into account, the total exports to the United States would appear to have been 4,259,227 pesos (\$1,865,541) instead of only 3,404,331 pesos (\$1,491,097).

The imports and exports of Cabo Gracias a Dios and San Juan del Norte, though small, are nearly all with the United States, and would tend to augment the percentage of our commerce.

* Taking the mean value of the peso at 43.8 cents. Digitized by Google

An analysis of thesetables shows the following distribution of the commerce of Nicaragua:

Distribution of Nicaraguan commerce.

	Value in pesos.	Value in United States currency.	Percentage (about).
Exports to—			
United States.....	4,259,227	\$1,865,541	49
Great Britain.....	1,336,891	585,558	16
Germany.....	2,001,979	876,867	22
France.....	898,575	391,886	10
Imports from—			
United States.....	4,369,718	1,913,986	50
Great Britain.....	2,648,425	1,157,820	80
Germany.....	275,484	120,662	8½
France.....	1,211,740	580,742	18½

WILLIAM B. SORSBY, *Consul.*

SAN JUAN DEL NORTE, *August 19, 1901.*

General résumé of the importations at Corinto in 1900.

Country.	Packages.	Weight.	Value in gold.
		<i>Kilograms.</i>	
United States.....	84,359	11,065,019	\$507,551
England.....	20,432	3,602,157	381,870
Germany.....	1,203	189,212	9,513
France.....	7,354	1,283,727	208,050
Italy.....	2,384	510,834	24,807
Denmark.....	10	840	25
Spain.....	510	59,230	3,329
Chile.....	1,480	196,647	4,571
Ecuador.....	22	1,854	2,752
Colombia.....	158	19,676	4,097
Guatemala.....	1,657	146,819	15,817
Honduras.....	3	252	158
Total.....	119,572	17,076,267	1,162,535

Résumé of the exportations at Corinto in 1900.

Country.	Packages.	Weight.	Value in gold.
		<i>Kilograms.</i>	
United States.....	16,229	2,244,338	\$248,151
England.....	26,797	3,362,503	296,726
Germany.....	70,157	9,984,438	708,400
France.....	88,886	4,862,151	588,775
Italy.....	6,988	968,136	80,041
Spain.....	318	40,175	6,157
Canada.....	1,445	289,000	7,596
Honolulu.....	103	13,069	588
Austria.....	217	12,960	2,012
Antilles.....	6	780	54
Belgium.....	100	7,000	2,146
Sweden.....	26	3,447	238
Colombia.....	1,711	247,927	12,786
Chile.....	14	10,000	43
Peru.....	144	240,798	829
Guatemala.....	4,179	530,291	14,512
Salvador.....	586	32,066	46,910
Honduras.....	1,113	123,760	8,542
Costa Rica.....	1,076	98,832	6,712
Total.....	165,045	23,071,671	1,824,567

General résumé of the importations at Castillo in 1900.

Country.	Packages.	Weight.	Value in gold.
		<i>Kilograms.</i>	
United States.....	17,998	806,170	\$38,428
England.....	9,487	508,949	79,774
Germany.....	4,680	245,627	18,577
France.....	1,298	78,006	12,949
Italy.....	180	4,349	287
San Juan del Norte.....	4,836	158,120	6,261
Total.....	37,924	1,796,223	156,276

General résumé of the exportations through Castillo in 1900.

Country and articles.	Packages.	Weight.	Value.	
			Silver.	Gold.
		<i>Kilograms.</i>		
United States:				
Rubber.....	1,560	77,575	\$248,240	\$108,729
Gold.....	49	127	89,285	89,107
Coffee.....	1,728	112,150	50,467	22,106
Hides.....	1,696	110,721	66,432	29,098
Skins.....	332	22,165	85,464	15,584
England:				
Rubber.....	61	3,220	10,350	4,533
Gold.....	15	42	82,098	13,057
Coffee.....	7,931	433,109	194,899	85,366
Germany:				
Coffee.....	13,985	753,376	339,019	148,490
Hides.....	86	2,658	1,595	698
Fraindigo.....	83	1,409	3,522	1,543
Italy:				
Coffee.....	814	51,806	23,818	10,211
Coffee.....	1,481	98,558	42,101	18,440
Total.....	29,671	1,661,918	1,186,786	497,911

Importation of merchandise at Bluefields in 1900.

Country.	American gold.	Nicaraguan currency.
United States.....	\$607,546.06	\$1,397,355.92
England.....	42,481.58	97,707.58
France.....	8,666.57	19,930.76
Germany.....	26,622.50	61,231.71
Italy.....	84.50	194.35
St. Thomas.....	139.71	321.33
Jamaica.....	1,176.95	2,706.96
Colombia.....	6,069.06	13,936.82
San Juan del Norte.....	10,647.97	24,490.33
China.....	12,176.90	28,006.84
Total.....	715,600.84	1,645,882.61

Exportation of merchandise from Bluefields for 1900.

Articles.	Quantity.	Weight.	Value in gold.	Value in Nicaraguan currency.
		<i>Kilos.</i>		
Gold.....	136	341	\$154,891.15	\$356,249.71
Rubber.....	3,922	217,718	97,973.11	225,338.15
Hides.....	24	2,180	468.60	1,077.78
Tortoise shell.....	6	608	3,188.00	7,212.80
Cocoanuts.....	75,956	.....	911.47	2,098.88
Sarsaparilla.....	3	100	100.00	230.00
Coffee.....	27	1,350	270.00	621.00
Bananas.....	1,303,845	.....	521,538.00	1,199,537.46
Oranges.....	40,000	.....	400.00	920.00
Lumber.....	16,391	.....	196,000.00	450,800.00
Total.....	.....	222,247	975,688.36	2,244,083.22

NOTE.—Consular agent's digest of invoice book shows, exclusive of \$196,000 mahogany, \$2,548,178; mahogany (\$450,800) added, \$3,098,978, as against \$2,244,083 in above table. Difference, \$854,895.

General résumé of the importations at San Juan del Sur for 1900.

Countries.	Packages.	Weights.	Value in gold.
United States.....	9,874	167,367½	\$45,762.72
England.....	5,335	477,846	52,419.96
Germany.....	1,885	118,298½	28,157.67
Costa Rica.....	83	3,481	727.38
France.....	141	8,967	2,350.45
Salvador.....	50	10,200	600.00
Guatemala.....	108	10,712	492.68
Italy.....	129	4,914½	1,762.80
Chile.....	62	7,468	279.00
Spain.....	18	820	1,170.00
Total.....	17,685	1,405,064½	133,721.96

General résumé of the exportations at San Juan del Sur for 1900.

Articles and countries.	Packages.	Weights.	Value in gold.
Indigo:			
Germany.....	10	1,536	\$2,775.00
Starch:			
Costa Rica.....	33	5,250	470.00
Hides:			
United States.....	146	27,725	9,967.15
England.....	15	3,305	1,133.70
Horns:			
United States.....	35	2,459	97.20
Coffee:			
United States.....	369	46,625	7,823.27
England.....	15	1,875	292.00
Germany.....	80	10,000	1,600.00
France.....	20	2,500	400.00
Beans:			
Costa Rica.....	4	150	9.00
Violet thread:			
Guatemala.....	4	863	741.50
Rubber:			
United States.....	99	14,441	20,922.00
England.....	4	439	1,013.30
Lumber:			
United States.....		122,800	2,575.00
England.....		3,380,000	46,710.00
Germany.....		912,000	12,238.00
Skins:			
United States.....	79	10,860	3,847.50
England.....	2	292	216.80
Cheese:			
Costa Rica.....	184	14,665	3,050.86
Salvador.....	386	32,288	9,475.10
Guinea grass seed:			
Costa Rica.....	29	1,508	600.00
Total.....	1,514	4,591,061	125,957.38

SALVADOR.

The inclosed tabular statements, published by the bureau of statistics, show the exports to the various countries from Salvador during the calendar year 1900 and the imports during the months of July, August, and September of the same year, this being all the official data obtainable at this time.

EXPORTS.

It will be seen from the first statement that exports to the United States were \$543,878.80, whereas returns from consular agencies for the same period show \$730,717.52. This discrepancy I shall not

attempt to explain, especially as the two statements do not correspond in any of the items. Other figures are as follows:

Year.	Total exports.	Increase.	Decrease.
1898.....	\$3,078,074.50		
1899.....	4,296,141.12	\$1,217,066.63	
1900.....	3,658,183.40		\$641,957.72

The coffee crop of 1899 was exceptionally heavy, thus accounting for the decrease of 1900. The latter year shows, however, an increase of \$575,108.90 over 1898.

The value of declared exports to the United States for the first six months of 1901 was \$769,548.91; same period 1900, \$620,037.23, or an increase of \$149,511.68.

Nearly four-fifths of the exports are shipped during the first half of the calendar year, the reason for this being that the entire coffee crop, which is the staple product, is harvested between October and January.

IMPORTS.

Taking as a basis of calculation the imports for the three months given herewith, the yearly imports should amount to \$2,383,244.72, which, compared with \$1,650,400 in 1896 (the last year for which figures are available), shows an increase of \$732,844.72, or 44 per cent. The percentage of imports from the United States is 29.3. Using the same basis of calculation, the annual exports from Salvador to the United States would be slightly in excess of the imports.

SHIPPING.

A statement furnished by Consular Agent Stuart, of Acajutla, is attached, which shows the outward movement of freight from that port (about 50 per cent of the shipping business is done at Acajutla, 30 per cent at La Libertad, and 20 per cent at La Union) during the first six months of 1901, the proportion carried by the various steamship lines, and the routes by which it was shipped. The Pacific Steam Navigation Company and the Cia. Sud-Americana de Vapores (two English lines operated as one, plying between Valparaiso and Central American ports, with a fortnightly through steamer to San Francisco) carried 60.73 per cent of the exports; the Kosmos, a German line running from Hamburg via the Straits of Magellan to the Pacific Coast, with monthly trips as far north as San Diego and San Francisco, carried 17.16 per cent; while the Pacific Mail, which formerly had the monopoly of the trade on this coast, only carried 22.11 per cent.

Exporters here are accustomed to make drafts on their European houses upon shipments of coffee, to be en route by a certain date; and they complain that they have often been seriously compromised by the failure of American steamers to receive their coffee, which was at the port ready for shipment, and commerce has thus suffered in no small degree. To this, and to improved service in general, is attributed the preference shown for foreign lines. The Kosmos line commenced to operate in 1884 with one steamer monthly. It now has a regular service, and is steadily increasing the fleet. A short time ago, one of these steamers took 900 tons of sugar, originally destined to be shipped by an American steamer, and carried it through to Seattle. The English lines made their appearance on this coast about the beginning

of 1899, and the above figures show what they have accomplished since that time.

GENERAL REMARKS.

It seems superfluous to repeat what has so often been published regarding the steps necessary to increase our South and Central American trade, but until the first obstacle, viz, high freight rates, is overcome, the United States manufacturer will not be able to take his proper place in these markets. However, if Americans would conform more closely to the requirements of Central American buyers in such matters as packing, shipping, and longer credits, much might be done.

A competent representative, well versed in the language and customs of the people, has no difficulty in getting orders, but catalogues, especially when printed in an unknown language, and quoting no prices, as is very often the case, can never be productive of trade. Some of our manufacturers are beginning to realize this, and I do not doubt that their efforts, when properly directed, will be crowned with success, as the superiority of American manufactures is unquestioned.

PACKING.

Annoyance and loss to importers are often caused by packages of goods being opened in transit. Shippers should devise means by which the responsibility in such cases could be fixed beyond question. There is a marked improvement noticed in the manner of packing, but in many cases there is still much to be desired. It is advisable to combine lightness and strength in order to avoid the payment of excessive duties and to withstand the rough handling which goods receive in transit.

In certain instances, it is important that goods should be packed in cases or bales of a convenient size to be transported on pack animals; in others, the larger the package the less in proportion are the duties to be paid; these matters would, however, be indicated by the purchaser when ordering.

JOHN JENKINS, *Consul.*

SAN SALVADOR, *September 2, 1901.*

Table showing the value, in United States currency, of exports from Salvador in 1900.

Articles.	England.	France.	Germany.	Italy.
Balsam	\$4, 186. 40	\$6, 908. 60	\$85, 867. 20	
Coffee.....	318, 964. 40	1, 446, 125. 60	449, 106. 80	\$267, 862. 00
Cordage and fiber, manufactured.....				
Deerskins.....	62. 40	136. 40	618. 40	
Gold (coin).....	1, 450. 00			
Hides.....	5, 072. 40	1, 303. 60	4, 390. 40	
Indigo.....	116, 345. 60	88, 648. 40	13, 072. 00	
Lumber.....		246. 40		
Plumes.....	1, 280. 00	1, 280. 00		
Rice.....				
Rubber.....	2, 281. 20	1, 495. 60	9, 155. 60	
Salt.....				
Sarsaparilla.....			472. 40	
Silver, coined and in bulk.....	46, 784. 00			
Slag, mineral.....	15, 900. 00			
Sugar.....	9, 200. 00			
Tobacco.....			86. 00	
Tramway cars (used).....				
Miscellaneous articles.....	280. 40	1, 345. 20	481. 20	
Total values.....	516, 696. 80	1, 542, 484. 80	562, 706. 40	267, 862. 00

Table showing the value, in United States currency, etc.—Continued.

Articles.	United States.	Other countries.	Total.
Balsam	\$21, 718. 40		\$118, 175. 60
Coffee	455, 153. 60	\$95, 153. 20	3, 027, 535. 60
Cordage and fiber, manufactured	296. 40	840. 40	606. 80
Deerskins	2, 112. 40		2, 929. 60
Gold (coin)	890. 00		2, 840. 00
Hides	26, 169. 60	685. 20	87, 621. 20
Indigo	6, 467. 20	85, 946. 80	256, 420. 00
Lumber			252. 80
Plumes	240. 00		2, 800. 00
Rice		5, 476. 80	5, 476. 80
Rubber	11, 912. 40	82. 40	24, 827. 20
Salt		1, 600. 00	1, 600. 00
Sarsaparilla		253. 60	726. 00
Silver, coined and in bulk	4, 632. 00	424. 00	51, 790. 00
Slag, mineral	7, 326. 00		28, 226. 00
Sugar		2, 800. 00	2, 800. 00
Tobacco	1, 260. 00	28, 332. 40	88, 792. 40
Tramway cars (used)		44, 357. 60	44, 398. 60
Miscellaneous articles	5, 750. 80	4, 162. 20	12, 009. 80
Total values	543, 878. 80	219, 554. 60	3, 653, 183. 40

Exports in 1898	\$3, 078, 074. 50
Exports in 1899	4, 236, 141. 12
Exports in 1900	3, 653, 183. 40

Imports, months of July, August, and September, 1900.

Articles.	Belgium and Holland.	France.	Germany.	Great Britain.
Beer, wines, and liquors	\$60. 00	\$6, 391. 80	\$5, 216. 16	\$615. 95
Cement				16. 00
Cotton goods		22, 206. 76	15, 026. 64	169, 802. 89
Crockery		360. 00	1, 453. 46	18. 00
Drugs		4, 383. 06	4, 525. 56	4, 869. 81
Firearms and ammunition		94. 88	18. 25	40. 00
Hardware and machinery	419. 50	3, 865. 57	5, 607. 36	22, 796. 40
Leather and manufactures of the same		9, 570. 95	11, 265. 87	1, 508. 37
Linen goods		584. 41	2, 129. 04	6, 574. 07
Matches		46. 00	2, 063. 71	
Mining machinery			2, 201. 50	1, 210. 00
Paper and books	411. 53	2, 799. 98	6, 167. 74	745. 88
Provisions and grains	11. 25	1, 194. 74	1, 097. 67	1, 259. 76
Paints, oils, and petroleum		40. 40	1, 403. 95	662. 70
Tallow and materials for soap and candles	27, 156. 03	44. 00	18, 234. 25	
Silk and ramie		924. 20	74. 25	
Woolens		6, 777. 48	513. 18	2, 614. 43
Miscellaneous	101. 60	6, 944. 01	7, 789. 62	1, 954. 00
Total values	28, 158. 91	65, 634. 18	78, 793. 20	213, 672. 21

Articles.	Italy.	United States.	Other countries.	Total.
Beer, wines, and liquors	\$1, 147. 00	\$7, 817. 25	\$1, 979. 60	\$22, 727. 76
Cement		2, 323. 54		2, 844. 54
Cotton goods	2, 767. 70	57, 604. 41	84. 00	266, 991. 90
Crockery		130. 06		1, 962. 12
Drugs	585. 40	8, 210. 04	236. 00	22, 514. 35
Firearms and ammunition		872. 16		1, 025. 22
Flour		28, 442. 66		28, 442. 66
Gold and silver		6, 300. 00	11, 025. 50	17, 325. 50
Hardware and machinery	206. 42	31, 325. 65	76. 47	63, 793. 37
Leather and manufactures of the same	45. 00	1, 525. 56	676. 14	24, 586. 89
Linen goods	90. 00	210. 77		9, 583. 29
Lumber		991. 00		991. 00
Matches				2, 114. 71
Mining machinery		977. 00		4, 383. 50
Paper and books	620. 50	895. 13	745. 75	12, 896. 40
Provisions and grains	2, 075. 13	4, 582. 51	7, 156. 85	17, 377. 91
Paints, oils, and petroleum	96. 00	6, 912. 47		8, 105. 52
Tallow and materials for soap and candles		983. 25		41, 421. 53
Powder and dynamite		1, 568. 90		1, 568. 90
Silk and ramie	74. 00	3, 909. 81	961. 90	5, 944. 16
Woolens	135. 20			10, 040. 29
Miscellaneous	2, 113. 60	9, 966. 22	1, 326. 54	30, 214. 59
Total values	10, 205. 95	176, 077. 98	24, 268. 75	566, 811. 18

NOTE.—The miscellaneous items are made up of furniture, lamps, glue, blacking, wax, cane and wicker, articles of celluloid, bone, coral, ivory, whalebone and rubber, pictures, musical and scientific instruments, hats, toys, glassware, and a host of articles of minor importance. Under the heading "Hardware" are included all kinds of metals and manufactures thereof, with the exception of the precious ones, barbed wire, and iron roofing.

Synopsis of exports from Acajula, first six months of 1901.

ARTICLES.

	Packages.	Pounds.	Per cent.
Coffee.....	182,886	27,823,270	89.98
Indigo.....	196	82,877	.11
Balsam.....	456	72,569	.24
Hides.....	576	46,369	.15
Skins.....	31	4,656	.01
Sugar.....	25,672	2,737,529	9.02
Rubber.....	24	5,370	.02
Tobacco.....	455	74,633	.25
Sarsaparilla.....	23	2,451	.01
Merchandise.....	350	65,559	.21
Total.....	210,167	30,365,283	100

DESTINATIONS.

Liverpool.....	864	104,600	0.34
London.....	29,581	4,196,134	13.82
Hamburg.....	21,909	3,076,874	10.13
Bremen.....	1,628	228,856	.75
Antwerp.....	100	15,250	.05
Havre.....	46,891	7,259,653	23.91
Marseilles.....	6,500	991,301	3.27
Barcelona.....	156	23,762	.08
Trieste.....	9,163	1,397,116	4.60
Geneva.....	34,974	5,352,946	17.56
Venice.....	1,169	173,092	.59
Fiume.....	584	81,435	.27
New York.....	9,930	1,183,968	3.90
Vancouver.....	1,658	211,804	.70
San Francisco.....	37,968	5,322,376	17.53
Way ports.....	7,017	760,614	2.50
Total.....	210,167	30,365,283	100

LINES BY WHICH CARRIED.

Pacific Steam Navigation and Cia. Sud-Americana de Vapores...	125,859	18,441,270	60.73
Pacific Mail Steamship Company.....	49,439	6,718,936	22.11
Kosmos Line.....	34,869	5,210,077	17.16
Total.....	210,167	30,365,283	100

WEST INDIES.

BRITISH WEST INDIES.

BAHAMAS.

GENERAL TRADE.

The general trade of the Bahamas showed a good increase during 1900. The exports and imports for 1899 were valued at \$2,415,181.91, and those of 1900 at \$2,640,037.51. Deducting the value of the imports in 1899 in connection with the building of the new hotel, which were perhaps not legitimate imports, strictly speaking, the general trade of the colony shows an increase of say \$420,000 during 1900, which was almost entirely with the United States.

TRADE WITH THE UNITED STATES.

The imports from the United States in 1900 amounted to \$1,203,398, and the exports to the United States were valued at \$834,770.16.

The principal articles which we shipped to the Bahamas were:

Beer.....	\$5,000	Lumber and shingles	\$60,000
Butter.....	31,000	Salted meat	65,000
Live cattle.....	8,000	Fresh meat	20,000
Corn meal and hominy.....	40,000	Machinery	42,000
Earthenware, glassware, etc....	190,000	Fertilizers	12,000
Electrical appliances.....	33,000	Kerosine oil.....	16,000
Flour.....	135,000	Rope and canvas	23,000
Food stuffs.....	68,000	Specie	81,000
Hardware, ironware, tinware, etc	70,000	Tobacco	25,000
Lard	18,000	Woolen, cotton, linen, and silk goods.....	130,000

Among the exports to the United States may be mentioned:

Bark.....	\$5,000	Sponges	\$360,000
Grape fruit	4,000	Shells	8,000
Oranges	10,000	Turtle shell	5,000
Pineapples, green	288,000	Woods, dye and cabinet	6,000
Preserved pineapples	34,000	Yellow metal, old	17,000

All indications point to a steady increase of trade between this colony and the United States.

FRUITS.

The crop of pineapples in 1900 was much above the average, and paying prices were obtained, the total value of the shipments reaching \$288,000, as against \$137,000 in 1899. This was a great help to the colony. The quantity preserved was somewhat increased, the value for 1900 being \$34,000, as against \$27,000 in 1899. Guavas, also, were canned to the amount of 4,000 cases, as against 150 cases in 1899.

The orange crop was larger than usual, but the duty and low prices ruling in New York prevented many shipments, thousands of choice oranges rotting on the ground, which caused a serious loss to many small growers. This has caused some discussion among the growers as to the possibility of securing by reciprocity a remission of duty on fruit on its admission into the United States.

SISAL, OR BAHAMA HEMP.

This industry has remained quite steady, showing a slight decrease both in quantity shipped and value. Shipments in 1899 were 1,358,682 pounds, valued at \$82,000. In 1900, the quantity shipped was 1,276,037 pounds, worth \$79,000. Of this, sisal to the value of \$75,000 went to the United States, although the industry is controlled by English capitalists.

SPONGES.

The gathering and shipping of sponges continues to be the principal industry of the colony, and is prosecuted with much energy and with the employment of considerable capital. The bad hurricane of August, 1899, seriously crippled the trade for that year, but it revived during 1900 to more than its usual proportions, the business being more prosperous than ever before.

The quantity shipped in 1899 was 994,585 pounds, valued at \$409,000. During 1900, the quantity shipped was 1,166,326 pounds, valued at \$507,010.65. Of this quantity, the United States took 850,141 pounds, valued at \$361,322.10, showing that the great bulk of the trade is with our country. The product is nearly all taken by New York dealers. The balance of the sponges shipped went to Great Britain, France, and Holland.

A WINTER RESORT.

The expectations of the people of this colony that positive benefits would accrue to them from the erection of the new hotel by Henry M. Flagler, at Nassau, were more than realized during the year 1900 and winter of 1901, the number of tourists and invalids far exceeding that of any previous record in the colony. A large amount of money was put into circulation, that stimulated trade and made business of all kinds very brisk during the season. The Colonial and Hotel Victoria were filled to overflowing, and the boarding houses of the city were well patronized. The almost universal satisfaction with the climate expressed by strangers is proof that Nassau has taken its proper place at last as one of the leading winter resorts of America, and its future in this regard is assured.

NAVIGATION.

The returns for 1900 show that the Bahamas continue to be one of the countries where American shipping finds plenty of employment, and where the Stars and Stripes are continually floating in the breeze. During the year, 101 American steamers and 79 sailing vessels entered Bahamian ports, representing a tonnage of 150,000 tons. The mail, passenger, and freight service between United States ports and the Bahamas is first class in every respect, this colony paying an annual

subsidy to two American line of steamers of nearly \$30,000. For this compensation, the New York and Cuba Steamship Line of New York performs a semimonthly service between New York and Nassau, and the Florida East Coast Steamship Company makes semiweekly trips from Florida during January and April, and triweekly trips during February and March of each year. This last service renders Nassau most accessible to Americans during the winter, the ocean trip being reduced to sixteen hours. Nearly the entire crop of pineapples, furnishing 40 to 50 cargoes, is moved to the United States by American schooners every summer.

GENERAL CONDITION.

The general condition of the Bahamas is most prosperous; quite different from that of most of the West Indian colonies. Business is good, the income is largely in excess of expenditure, its debt is being reduced, and substantial public improvements are being made. This is largely due to its proximity to the United States and intimate trade relations therewith, which the colonists appreciate and encourage. The future outlook for the colony is promising.

THOS. J. McLAIN, *Consul.*

NASSAU, *May 15, 1901.*

Imports into the Bahama Islands for 1900.

Articles.	Quantity.	Value.*	Duty.*	Countries whence imported.
Apples.....barrels..	856	\$1,138.76	\$216.00	United States.
Ale and porter, doz. quarts..	5,926	9,494.70	2,850.70	United States, Great Britain.
Agricultural implements.....		712.70	Free.	Do.
Beans and pease.....bushels..	1,870	3,314.20	278.72	United States.
Bread and biscuit.....		8,891.10	1,946.60	United States, Great Britain.
Brandy.....gallons..	372	1,017.10	691.05	Do.
Bicycles.....number..	200	5,163.35	243.25	United States.
Bricks.....do.....	290,302	2,014.12	Free.	Do.
Butter.....pounds..	137,450	31,847.15	6,865.10	Do.
Candles.....do.....	15,662	1,138.70	340.65	Great Britain, United States.
Cattle.....number..	135	8,666.70	656.80	United States, Haiti.
Cheese.....pounds..	49,786	6,404.40	1,513.50	United States, Great Britain.
Cigars.....number..	67,510	2,286.60	681.25	United States, West Indies.
Coffee.....pounds..	109,942	10,667.20	2,228.25	Do.
Copper and yellow metal, pounds..	15,379	2,806.12	Free.	United States, Great Britain.
Corn.....bushels..	10,890	5,474.75	1,265.30	United States.
Cordials.....		2,428.10	486.65	Germany.
Coal.....tons.....	1,000	6,219.10	Free.	United States, Great Britain.
Corn meal and hominy, barrels..	16,012	40,976.10	7,787.50	United States.
Earthenware, glassware, etc.....		229,212.10	37,578.25	United States, Great Britain.
Electrical appliances.....		33,599.10	Free.	Do.
Fish:				
Dried and salted, pounds..	68,177	3,133.12	792.65	United States.
Fresh.....		488.05	Free.	Do.
Flour, wheat, and rye, barrels..	41,063	137,128.25	34,936.40	Do.
Food stuffs, other kinds.....		90,663.15	18,157.05	United States, Great Britain.
Fresh meat, poultry, and game, pounds..	143,164	19,650.10	Free.	United States.
Gin and other spirits, unenumerated, gallons..	12,538	8,759.60	15,865.20	United States, Great Britain, Holland.
Hay.....pounds..	336,018	3,172.05	817.55	United States.
Ice.....tons.....	2,891	5,119.55	Free.	Do.
Lard.....pounds..	294,979	18,167.10	5,982.05	Do.
Lumber.....feet.....	3,191,000	46,815.70	6,909.80	United States, Canada, wrecks.
Meat, salted or cured.....lbs..	963,208	66,515.40	13,903.20	United States, wrecks.
Molasses and sirup.....galls..	2,761	837.05	170.32	United States, Haiti.
Machinery.....		43,370.40	Free.	United States.

*American dollars.

Imports into the Bahama Islands for 1900—Continued.

Articles.	Quantity.	Value.*	Duty.*	Countries whence imported.
Manures and fertilizers, barrels.....	2, 210	\$12, 482. 30	Free.	United States.
Musical instruments		3, 756. 30	Free.	United States, Great Britain.
Nails, iron pounds.....	190, 886	6, 909. 80	1, 006. 70	United States.
Oats and bran bushels.....	19, 488	9, 216. 50	2, 369. 40	Do.
Oil:				
Kerosene..... gallons.....	108, 624	16, 342. 55	6, 963. 10	Do.
Other do.....	16, 062	8, 101. 50	1, 498. 10	Great Britain, United States.
Potatoes and onions..... bbls.....	2, 672	5, 693. 20	1, 297. 30	United States.
Printed books		5, 109. 82	Free.	United States, Great Britain.
Rope and canvas		22, 886. 10	2, 286. 40	United States.
Rice..... pounds.....	1, 711, 016	33, 658. 05	8, 326. 50	Great Britain, United States.
Rum gallons.....	25, 427	14, 543. 10	36, 809. 40	British West Indies.
Soap pounds.....	226, 788	8, 112. 50	2, 203. 45	United States, Great Britain.
Shingles..... number.....	8, 136, 860	14, 940. 65	2, 637. 05	United States.
Sugar:				
Refined pounds.....	527, 575	21, 635. 60	6, 968. 20	United States, Great Britain.
Unrefined do.....	1, 135, 235	33, 896. 02	8, 282. 00	Great Britain, West Indies.
Salt bushels.....	13, 676	141. 12	Free.	United States, Great Britain.
Specie and bullion		134, 641. 50	Free.	Do.
Tea pounds.....	10, 660	3, 884. 20	1, 260. 40	Do.
Sundries.....		16, 500. 75	2, 596. 89	Various countries.
Tobacco:				
Manufactured pounds.....	96, 794	17, 485. 40	10, 671. 05	United States.
Unmanufactured do.....	52, 614	9, 002. 80	3, 206. 10	United States, West Indies.
Tinware, hardware, etc.....		79, 508. 90	7, 612. 52	United States, Great Britain.
Turpentine gallons.....	772	437. 90	48. 65	United States.
Turtle shell pounds.....	1, 191	3, 798. 80	Free.	United States, West Indies.
Whisky gallons.....	1, 065	10, 317. 05	6, 973. 20	United States, Great Britain.
Wines..... do.....	4, 037	6, 798. 10	3, 946. 40	Do.
Woolen, linen, cotton, and silk goods.....		275, 088. 40	51, 779. 60	Do.
Total		1, 631, 586. 58	830, 756. 20	

* American dollars.

Exports from the Bahamas for 1900.

Description.	Quantity. ^a	Value, including costs and charges. ^b
Bark..... pounds.....	85, 410	\$4, 316. 58
Coffee.....		812. 70
Curios, marine		973. 30
Dry goods.....		4, 556. 10
Fruit:		
Grape fruit number.....	300, 906	3, 620. 10
Mixed fruit		480. 00
Oranges..... number.....	1, 264, 067	9, 893. 10
Pineapples do.....	7, 233, 012	288, 053. 00
Tomatoes crates.....	1, 296	1, 362. 33
Guavas, preserved cases.....	4, 059	6, 481. 50
Hides number.....	8, 788	1, 353. 15
Hemp, sisal..... pounds.....	1, 276, 037	79, 060. 30
Pineapples, preserved cases.....	37, 854	34, 084. 50
Salt bushels.....	37, 857	1, 450. 25
Shells.....		7, 693. 60
Sponges..... pounds.....	1, 166, 326	507, 010. 65
Sundries.....		14, 228. 67
Turtle:		
Shell pounds.....	5, 192	16, 366. 60
Live do.....	18, 132	1, 075. 40
Tobacco.....		3, 007. 25
Woods, dye and cabinet.....		6, 065. 65
Yellow metal, old pounds.....	229, 139	16, 517. 20
Total		1, 008, 450. 93

^a Reduced to American measurement.^b Reduced to American dollars.

Imports and exports between the Bahama Islands and the United States for 1900.

Articles.	Imports.		Exports.	
	Amount.	Value.	Amount.	Value.
Ale and porter:				
Bottles.....dozen quarts..	2, 989	\$4, 848. 10		
Wood.....gallons.....	284	68. 28		
Apples.....barrels.....	856	1, 188. 76		
Beans and pease.....bushels..	1, 870	3, 814. 20		
Bread, common.....barrels..	559	1, 250. 75		
Bread and biscuit, fancy.....		6, 078. 80		
Butter.....pounds.....	186, 218	\$1, 847. 15		
Bicycles.....number.....	200	5, 163. 35		
Bricks.....do.....	290, 502	2, 014. 12		
Candles.....pounds.....	7, 000	768. 65		
Cattle.....number.....	125	8, 466. 20		
Cheese.....pounds.....	49, 026	6, 304. 40		
Coffee:				
Raw.....do.....	83, 020	6, 967. 10		
Roasted.....do.....	9, 987	1, 893. 05		
Copper and yellow metal.....do.....	13, 811	1, 946. 65		
Corn.....bushels.....	10, 390	5, 474. 75		
Corn meal and hominy.....barrels..	16, 012	40, 496. 10		
Coal.....tons.....	1, 595	4, 780. 00		
Earthenware, glassware, etc.....		189, 394. 60		
Electrical appliances.....		33, 460. 10		
Fish, dried and cured.....pounds..	65, 157	2, 975. 05		
Flour, wheat, and rye.....barrels..	40, 721	135, 667. 50		
Food stuffs, other kinds.....		68, 228. 35		
Hay.....pounds.....	336, 018	3, 172. 05		
Hardware, tinware, etc.....		69, 615. 10		
Ice.....tons.....	2, 891	5, 119. 55		
Lard.....pounds.....	284, 917	18, 167. 10		
Lumber.....feet.....	2, 969, 897	43, 579. 02		
Laths and crate ends.....bundles..	7, 242	957. 30		
Meat:				
Salt and cured.....pounds.....	980, 110	64, 870. 70		
Fresh and poultry.....		19, 650. 40		
Machinery.....		41, 987. 05		
Manures and fertilizers.....barrels..	2, 210	12, 482. 10		
Musical instruments.....		1, 994. 35		
Nails.....pounds.....	189, 400	6, 860. 50		
Oats and bran.....bushels.....	19, 488	9, 216. 50		
Oil, kerosene.....gallons.....	106, 108	16, 342. 50		
Oil, others.....do.....	4, 691	3, 147. 45		
Potatoes and onions.....barrels..	2, 672	5, 693. 45		
Printed books.....		1, 868. 15		
Rope and canvas.....		22, 586. 10		
Rice.....pounds.....	155, 810	3, 517. 40		
Shingles.....number.....	3, 136, 850	14, 940. 05		
Soap, common.....pounds.....	207, 712	8, 850. 55		
Sugar, refined.....do.....	800, 580	14, 170. 00		
Sundries.....		7, 706. 39		4, 068. 69
Sponges.....pounds.....	3, 161	1, 878. 65	850, 141	361, 322. 10
Specie and bullion.....		81, 110. 25		
Tea.....pounds.....	3, 096	1, 128. 35		
Tobacco:				
Manufactured.....do.....	85, 500	16, 376. 10		2, 647. 10
Unmanufactured.....do.....	49, 528	8, 092. 50		
Turtle shell.....do.....	785	1, 965. 20	1, 712	5, 002. 50
Whisky.....		1, 713. 05		
Wines.....gallons.....	1, 898	3, 513. 10		
Woolen, cotton, linen, and silk goods.....		128, 621. 05		
Bark.....pounds.....			85, 410	4, 316. 85
Curiosities, marine.....				360. 12
Dry goods.....				1, 080. 10
Fruit:				
Grape fruit.....number.....			300, 905	3, 620. 12
Guavas, preserved.....cases.....			4, 059	6, 381. 50
Mixed fruits.....				369. 85
Oranges.....number.....			1, 264, 067	9, 998. 60
Pineapples.....do.....			7, 238, 012	288, 053. 00
Preserved.....cases.....			37, 854	34, 084. 05
Hardware.....				1, 099. 30
Hides.....number.....			8, 788	1, 853. 30
Salt.....bushels.....			24, 203	1, 449. 90
Shells.....				7, 615. 50
Sisal hemp.....pounds.....			1, 228, 335	75, 269. 50
Ship's materials.....				1, 850. 60
Turtle, live.....pounds.....			18, 182	1, 075. 02
Tomatoes.....crates.....			1, 295	1, 377. 30
Woods, dye and cabinet.....				5, 965. 10
Yellow metal.....pounds.....			228, 642	16, 515. 06
Total.....		1, 208, 398. 00		834, 770. 18

Navigation at the ports of the Bahamas for the year ended December 31, 1900.

ENTERED.

Flag.	From or to—	Steamers.		Sailing vessels.		Total.	
		Num-ber.	Tons.	Num-ber.	Tons.	Num-ber.	Tons.
British	United Kingdom			1	248	1	248
	United States	78	152,011	92	8,584	170	160,595
	British West Indies	18	27,886	38	897	51	28,783
	South Africa	1	1,252			1	1,252
	Haiti	5	4,812	14	180	19	4,992
	Mexico	2	4,409			2	4,409
	American possessions in West Indies	3	2,964	3	406	6	3,390
	Danish West Indies	1	1,095			1	1,095
	South America	1	1,000			1	1,000
	Central America	9	50,719			9	50,719
American	Newfoundland			1	124	1	124
	United States	72	90,509	78	10,255	150	100,764
	Haiti	1	163			1	163
	American possessions in West Indies	28	51,005	4	832	32	51,837
	Haiti			22	240	22	240
Haitian	United States	9	11,540			9	11,540
	American possessions in West Indies	4	5,066			4	5,066
Norwegian	Haiti	4	4,366			4	4,366
	British West Indies	2	2,170			2	2,170
	United States	66	56,446			66	56,446
	Haiti	44	38,424			44	38,424
	American possessions in West Indies	11	12,382			11	12,382
Spanish	British West Indies	13	13,339			13	13,339
	South America	1	392			1	392
	American possessions in West Indies			1	25	1	25
Dutch	United States	1	809			1	809
	Haiti	3	3,161			3	3,161
Total		377	585,920	246	21,291	623	567,211

CLEARED.

British	United States	56	102,185	88	8,785	144	110,920
	British West Indies	20	49,128	41	1,015	61	50,143
	Haiti	32	46,072	10	187	42	46,209
	Mexico	2	4,294			2	4,294
	American possessions in West Indies			5	327	5	327
	Central America	8	44,516			8	44,516
	Newfoundland			1	248	1	248
	United States	70	88,470	67	9,575	134	98,045
	Haiti	1	284	3	54	4	338
	American possessions in West Indies	28	50,820	6	869	34	51,619
American	British West Indies			1	36	1	36
	Central America	1	1,185			1	1,185
	Haiti			20	228	22	228
	United States	9	10,627			9	10,627
	American possessions in West Indies	6	8,381			6	8,381
Haitian	Haiti	3	3,165			3	3,165
	British West Indies	2	2,170			2	2,170
	United States	64	57,238			64	57,238
	Mexico	3	2,309			3	2,309
	Haiti	54	48,009			54	48,009
Norwegian	American possessions in West Indies	4	3,725			4	3,725
	British West Indies	9	8,858			9	8,858
	American possessions in West Indies			1	25	1	25
	United States	1	809			1	809
	Haiti	3	3,161			3	3,161
Spanish	United States	1	809			1	809
	Haiti	3	3,161			3	3,161
Dutch	United States	1	809			1	809
	Haiti	3	3,161			3	3,161
Total		376	585,356	243	21,299	619	566,655

SUPPLEMENTARY.

Official statistics for the six months ended June 30, 1901, can not yet be procured, but I think the total of the exports and imports for the six months can safely be stated at about \$1,200,000. Trade is showing a moderate increase, especially with the United States, which already controls fully three-fourths of the traffic of these islands.

The exports consisted of sponges, pineapples, oranges, sisal hemp, salt, shells, and dyewoods. The imports from the United States were made up of beer, bicycles, boots and shoes, dry goods, clothing, furniture, hardware, lumber, live stock, ice, machinery, provisions, tobacco, etc.

No railroads exist here. The soil is too rocky to permit the use, to any extent, of agricultural machinery of an advanced kind. Shipbuilding is confined to small vessels for sponging and fishing. A foreign-built ship is seldom bought here. Shipbuilding materials come from the United States. Probably, 1,000 tons would cover the tonnage owned here and employed in foreign commerce.

The colony is in the Postal Union and has a parcels-post system with Great Britain and the United States.

No manufacturing is done here, beyond the canning of pineapples, which are sold in the United States, the cans, cases, and machinery used being of American manufacture.

There is but one banking institution in the colony, the Bank of Nassau, at the capital; but it supplies the facilities needed for business, having ample capital and accommodating managers and officials. The circulating medium consists principally of American gold and paper money and British silver; about one-half is American gold. The bank issues \$24,000 of its own notes, which have general circulation. American money is at par with British gold, except our silver, which is at 4 per cent discount.

There have been no changes during the six months in customs or port charges, tariff rates, harbor facilities, telegraphic service (there is cable connection with Florida), freight or passenger rates, quarantine regulations, trade-marks, patent or copyright laws. There are no laws requiring goods to show country of origin.

The method of packing and shipping American goods is quite satisfactory. No licenses are required for commercial travelers. Doctors, druggists, and liquor dealers need licenses. No passports are required.

Transportation facilities are abundant. Three steamers (two subsidized) come each month from New York all the year round—time of transit three and one-half days—and there is frequent steam service in the winter with Florida; time of transit, sixteen hours. This Florida line is also subsidized. A number of sailing vessels also make regular trips. Fares and charges are reasonable. Two of the lines are American and one British. Exchange is plentiful and low. New York merchants have studied the wants of the colonists, carefully filling orders, and extending, when needed, generous credit.

American articles of all kinds are popular by reason of their superior style, finish, and quality. The United States furnishes a good market for all Bahama products.

THOS. J. McLAIN, *Consul*.

NASSAU, *September 7, 1901.*

BARBADOS.

There was a more hopeful feeling among the business men and planters of the island of Barbados in the year 1900, owing to the large sugar crop. The prices realized for sugar were not as high as expected, but the end of the year found the island in better condition financially than in 1898 or 1899, and the planters will realize a small margin of profit above expenses.

The total imports for 1900 amounted to \$5,017,209.42, as against \$4,990,030 in 1899. Of this amount, \$1,715,963.26 came from the United States, being a decrease of \$323,071.82 from 1899.

The total exports for the same period amounted to \$4,411,253.22, as against \$4,229,905 in 1899. Of this amount, \$2,405,592.30 went to the United States, showing an increase over 1899 of \$80,356.48.

The imports from the United States are composed chiefly of food stuffs, and under this head can be included all necessities of life.

The exports to the United States consist of sugar, molasses, manjak, and skins.

The number of vessels which called here in 1900 was 1,481, being a decrease of 78 from 1899. Sixty-five were American. The falling off in American vessels at this port is due to the freights obtained in Porto Rico since its annexation to the United States.

As mentioned in my last annual report, the Canadians are making a hard fight for a share of the trade in the West Indies in food stuffs, and the Pickford and Black Steamship Company (subsidized) has two steamers from Halifax monthly; hence the decrease of imports from the United States of over \$300,000 in 1900.

I do not look for any further falling off in imports from our country, but the Canadians have now obtained a footing in the food-stuffs market, and we will no longer have the monopoly we once possessed.

The United States is, however, gaining trade in other lines, especially in dry goods, boots and shoes, hats, bicycles, sewing machines, hardware, etc., which will amply make up for the decrease in food stuffs; but our business men must study the wants of the people and send only the best men to represent them and to solicit trade.

As mentioned in previous reports, the English hold their trade here through their system of long credit; nevertheless, the Americans are gaining in the lines mentioned.

I would respectfully suggest that our manufacturers, instead of flooding this consulate with circulars, which do no good, would send representatives with samples to personally interview the merchants here, and convince them of the superiority of the goods they sell.

The health of the island for the year 1900 was excellent.

S. A. MACALLISTER, *Consul*.

BARBADOS, *July 24, 1901.*

STATISTICS.

Total imports of the island.....	\$5, 017, 209. 42
Total exports of the island.....	4, 411, 253. 22
Total imports from the United States.....	1, 715, 963. 26
Total exports to the United States.....	2, 405, 592. 30

Revenue and expenditure.

Revenue.....	\$890, 278. 41
Expenditure.....	877, 754. 95

Shipping.

Nationality of vessels.	No.	Tonnage.	Nationality of vessels.	No.	Tonnage.
British	1,188	704,574	Dutch	43	5,862
American	66	28,191	Venezuelan	10	709
German	35	45,338	Austrian	1	546
French	40	3,946	Spanish	3	2,101
Russian	7	2,946	Belgian	11	21,961
Norwegian	82	58,514	Argentine	3	706
Swedish	6	2,489	Portuguese	4	2,896
Danish	14	4,055			
Italian	19	12,942	Total	1,481	892,375

Imports from the United States.

Articles.	Quantities.	Value.
Animals, living:		
Sheep and goats	number .. 527	\$5,059.20
Horses	do. 131	15,547.20
Mules	do. 438	47,448.00
Arms, muskets, rifles, etc.	do. 17	489.60
Arrowroot and other starches	pounds .. 312,852	11,262.68
Asphalt	do.	830.00
Bacon and hams	pounds .. 135,509	13,560.90
Beef, salted and pickled	do. 586,219	35,173.14
Books printed, including maps and charts	do.	1,456.32
Bottles of glass or stoneware	do.	225.84
Bran and pollard	pounds .. 2,935,042	31,698.44
Bread, pilot, navy, and crackers	do. 3,214,137	100,281.06
Bricks	do. 162	2.72
Butter	pounds .. 28,120	6,748.80
Oleomargarine, margarine, and compounds of	do. 457,600	45,760.00
Candles, tallow	do. 39,150	2,349.00
Caoutchouc, manufactures of	do.	453.52
Cards, playing	do.	81.88
Carriages	do.	5,354.36
Carts and wagons	do.	1,811.06
Cheese	pounds .. 81,393	4,708.94
Chemicals, manufactures and products	do.	1,648.12
China or porcelain and earthenware	do.	813.24
Clocks	do.	643.86
Coal and mixed preparation thereof	do.	36,482.94
Cocoa:		
Unground	pounds .. 3,220	225.40
Prepared	do.	2,666.88
Coffee	pounds .. 80,592	9,671.04
Confectionery	do.	549.64
Copper, in sheets, rods, etc.	pounds .. 30	4.80
Cordage, except twines	do. 36,428	2,287.68
Twines	do.	292.14
Cork, manufactures of	do.	14.10
Corn or maize, barley and wheat, ungrained	pounds .. 5,198,096	56,139.44
Corn meal	barrels .. 47,214	118,979.28
Cotton wool	do.	5.12
Cotton, linen, silk, and woolen manufactures	do.	10,080.90
Cycles, and parts thereof	do.	6,965.34
Drugs, including patent medicines	do.	8,714.34
Dyestuffs	do.	27.82
Eggs	do.	5.00
Electrical apparatus	do.	789.88
Extracts, essences, etc.	do.	779.38
Farinaceous substances and manufactures thereof	do.	3,687.02
Fish:		
Dried, salted, or cured	quintals .. 17,074	77,857.44
Pickled trout or salmon	barrels .. 143	1,029.60
Pickled, other than trout or salmon	do. 594	2,138.40
Cured, tinned or canned	do.	6,429.92
Flour, wheat, or rye	barrels .. 69,682	309,388.08
Fruit, fresh	do.	612.04
Glass manufactures, unenumerated	do.	4,008.58
Grain, unenumerated	pounds .. 2,888,306	55,455.48
Gunpowder	do. 58	14.78
Hardware and cutlery	do.	15,940.20
Hats and bonnets	do.	226.22
Hay	pounds .. 642,697	5,398.64
Iron hoops, bars, and rods	do. 610	9.52
Iron, nails, spikes, rivets, and clinches	do. 114,504	6,936.20
Lard, and its compounds	do. 375,169	26,264.82

Imports from the United States—Continued.

Articles.	Quantities.	Value.
Leather:		
Dressed or undressed		\$2,976.82
Boots and shoes		6,140.96
Manufactures, unenumerated		423.28
Time:		
Temper		448.52
Building		188.06
Liquors:		
Malt, cider, and perry, in wood	hogsheads. 34½	58.78
Malt in bottles	dozen quarts. 2,463	4,285.62
Liqueurs and cordials	gallons. 841½	633.74
Spirits used by druggists	do. 288½	415.44
Wine:		
In wood	do. 98	70.56
In bottles—		
Sparkling	do. 10½	56.70
Other kinds	do. 45	81.00
Machinery for the manufacture of rum, sugar, and ice		432.34
Manures and fertilizers:		
Nitrate of soda	tons. 77	4,804.80
Manures, unenumerated	do. 138½	3,661.68
Bones, horns, and dried blood		1,562.30
Manures, raw, of horses, mules, etc	tons. 40	201.60
Matches	gross. 582	136.80
Meal, unenumerated	pounds. 21,453	643.58
Meat, preserved	do. 17,018	2,041.56
Metal, yellow, in sheets	do. 496	76.70
Milk, condensed		2,051.86
Musical instruments		275.72
Oats	pounds. 6,221,590	97,056.80
Oil:		
Whale	barrels. 530	10,176.00
Cotton-seed		40,162.40
Unenumerated		6,761.30
Oil meal and oil cake	pounds. 5,159,549	74,298.14
Onions, raw		622.24
Opium, and extracts of, for druggists' use		19.34
Painters' colors and pigments		2,110.82
Paper:		
Printing		2,750.26
Wrapping		9,994.56
Unenumerated, not stationery		109.52
Perfumery		2,690.32
Petroleum	gallons. 375,539	37,553.90
Pitch		340.16
Plants, shrubs, for propagation		105.26
Plated and gilt ware and jewelry		1,640.80
Pork, salted or pickled		131,162.92
Printers' ink		77.30
Printing presses, type, etc		396.76
Prints, engravings, photographs, etc		77.94
Resin		80.94
Rice	pounds. 22,400	591.36
Salt	tons. 63½	459.00
Seeds, unenumerated, not for propagation		23.72
Soap	pounds. 446,141	15,614.94
Stationery, including writing paper, ink, etc		910.08
Stones, marble and slate		234.16
Succedea, including all fruits and vegetables, preserved or dried		6,398.68
Sugar, refined	pounds. 80,795	1,847.70
Sulphur	do. 161	161.98
Tallow	do. 23,013	1,725.96
Tar		208.02
Tea	pounds. 56	16.80
Tobacco:		
Cigars, cheroots, and cigarettes	do. 1,226½	3,827.46
Manufactured	do. 17,662	3,532.40
Leaf	do. 98,268	7,861.44
Snuff	do. 2,231	446.20
Toys		418.60
Turpentine		806.00
Varnish		431.18
Vegetables, fresh, unenumerated		2,756.64
Watches		428.72
Wire, fencing		32.76
Wood:		
Hemlock, birch, beech, white pine, and spruce	feet. 16,852	282.12
Pitch pine	do. 1,592,051	42,030.14
Shingles	number. 218,750	601.34
Staves	do. 1,187,900	56,896.00

Imports from the United States—Continued.

Articles.	Quantities.	Value.
Wood—Continued.		
Oxbows number..	14	\$48. 72
Truss hoops		361. 60
Spars, sweeps, and oars.....		419. 98
Hardwood cubic feet..	97½	46. 80
Unenumerated		1, 058. 16
Joiners and cabinet work		3, 012. 18
Goods, manufactured, and not otherwise enumerated in this import list		10, 584. 20
Total imports		1, 715, 968. 26

Exports to United States.

Articles.	Quantity.	Value.
Hides, raw		\$264. 00
Manjak tons..	518	13, 698. 96
Metals, old		6, 764. 84
Molasses puncheons..	1, 706	32, 755. 20
Oil, whale barrels..	2, 068	89, 513. 60
Petroleum do..	62	748. 80
Sugar:		
Dry hogsheads..	1, 890	108, 864. 00
Muscovado do.....	45, 885	2, 202, 480. 00
Other articles, unenumerated, including returned American goods		508. 40
Total.....		2, 405, 592. 30

BERMUDA.

I transmit herewith statements showing the commercial movement of the colony for the twelve months ended December 31, 1900:

Exports.

To the United States	\$485, 388. 08
To the United Kingdom	22, 789. 82
To the Dominion of Canada.....	10, 078. 52
To the West Indies.....	7, 036. 96
Total	525, 293. 38
Exports to the United States, first six months of 1901.....	411, 444. 72

Imports.

From the United States.....	\$1, 220, 072. 84
From the United Kingdom	506, 159. 80
From the West Indies.....	50, 236. 88
From the Dominion of Canada	153, 236. 35
From Germany	866. 24
From Holland	262. 79
From Teneriffe.....	2, 417. 18
Total	1, 933, 252. 08

Details of imports from the United States.

Agricultural implements.....	\$973. 30
Hardware	36, 659. 34
Box materials.....	817. 58
Lumber	42, 888. 47
Building materials.....	15, 310. 01
Rope	4, 705. 91

Carriages	\$8,350.92	
Carriage materials	1,204.22	
Boats	2,608.48	
Furniture	15,631.20	
Leather manufactures—boots, shoes, etc	55,770.09	
Bicycles and supplies	22,040.38	
Machinery	8,584.51	
Metal manufactures	10,375.38	
Woodenware	3,211.89	
Paper	5,645.14	
Photographic materials	2,739.84	
Electrical materials	618.05	
		\$238,134.71
Bran	15,407.34	
Meal	9,917.93	
Corn	22,317.77	
Oats	30,590.82	
Hay	7,693.94	
		85,927.80
Beef, quarters	59,729.45	
Oxen and cows	144,155.47	
Sheep	18,604.63	
Poultry and meats	3,134.03	
		195,623.58
Bread, biscuit	12,195.45	
Butter	61,094.04	
Oleomargarine	1,625.41	
Cheese	13,898.73	
Flour	74,248.20	
		163,061.83
Candles	725.11	
Coffee and cocoa	5,450.48	
Confectionery	4,652.38	
Eggs	6,214.52	
Fruits:		
Dried	10,404.58	
Fresh	9,046.82	
Canned goods	40,148.63	
Preserved fish	7,290.02	
Lard and cottolene	9,445.88	
Potatoes	8,156.25	
Provisions	85,820.73	
Rice	1,688.68	
Soap and starch	11,149.15	
Sugar	26,152.57	
Tea	8,662.37	
Vegetables	2,866.37	
Seed	1,401.55	
		239,276.09
Clothing	15,095.88	
Cotton goods	42,299.62	
Woolen goods	866.24	
		58,261.74
Drugs		18,779.82
Fertilizers		24,624.49
Gasoline and naphtha		2,778.77
Jewelry		10,224.52
Musical instruments		2,807.97
Kerosene oil		34,230.96
Stationery		5,066.03
Books		2,861.50
Alcohol	\$355.26	
Brandy	14.60	
Cordials	219.00	
Malt liquors	3,460.08	
Whisky	6,379.98	
Wines	827.31	
		11,256.23

Sundries (not classified)	\$74,510.98
Tobacco—cigars and cigarettes	20,770.23
Coal	22,794.69
Horses	8,404.46
Ice	676.44

Total imports from the United States 1,220,072.84

There are no changes of any importance to note in the port regulations, charges, dues, etc., that were reported in my last annual statement. There is now an increased movement in commercial circles, caused by the expenditure of some \$2,500,000 by the Imperial Government at the naval station, in works to be extended over five years; also by the arrival of the first contingent of Boer prisoners—some 2,000 in all—with their guard, all of which will mean increased business to the traders and planters.

W. MAXWELL GREENE, *Consul*.

HAMILTON, *July 1, 1901.*

Imports into Bermuda during 1900.

Articles and whence imported.	Value.	Articles and whence imported.	Value.
United Kingdom:		United Kingdom—Continued.	
Agricultural implements	\$34.06	Oxen and cows	\$291.99
Bread	3,601.21	Rum	2,793.37
Building material	5,791.13	Tobacco	1,591.35
Candles	627.78	Whisky	16,185.98
Cheese	111.93	Wines	11,981.32
Clothing	24,643.96	Total for the United Kingdom.	506,159.79
Cotton goods	53,395.24	Other West India islands:	
Coffee and cocoa	121.66	Charcoal	2,404.05
Confectionery	1,927.13	Coffee	116.80
Cutlery	1,795.74	Ginger	141.13
Drugs	8,083.26	Miscellaneous	2,671.71
Earthenware	6,165.86	Preserves	126.53
Fancy goods	16,823.49	Sugar	14,586.23
Fish, preserved	1,450.22	Molasses	1,099.83
Fruit, dried	472.05	Bicycles	53.53
Furniture	3,036.69	Cigars	9,538.34
Fertilizer	506.12	Fruit, fresh	10,882.03
Glassware	7,640.40	Rum	6,409.18
Hardware	8,866.76	Various	2,277.52
Jewelry and plated ware	14,176.11	Total for other West India islands	50,236.97
Leather manufactures	7,728.00	Germany:	
Linen goods	656.98	Cotton goods	160.59
Machinery	783.51	Cigars	199.52
Musical instruments	1,518.35	Beer	506.12
Metal manufactures	5,046.36	Total for Germany	866.23
Miscellaneous	6,131.79	Holland:	
Oils and paints	5,518.61	Cigars	262.79
Oilmen's stores	39,905.30	Teneriffe:	
Perfumery	1,081.70	Furniture	43.80
Provisions	121.66	Onion seed	2,428.38
Rice	4,350.65	Total for Teneriffe	2,472.18
Seeds	681.31	Dominion of Canada:	
Silk goods	27,189.13	Building material	418.51
Soap and starch	2,574.38	Bread	1,980.06
Stationery	4,506.38	Box material	16,307.64
Straw goods	2,681.44	Butter	16,066.45
Sugar	25,670.79	Boats	82.73
Tea	5,435.88	Carriages	175.19
Tinware	428.26	Cheese	2,956.83
Woolen goods	82,478.14	Cotton goods	214.12
Alcohol	486.65		
Books	1,187.42		
Brandy	8,610.94		
Bicycles	288.46		
Cigars	1,873.60		
Cigarettes	1,970.93		
Cordials	899.05		
Gin	2,258.06		
Malt liquors	77,513.59		
Miscellaneous	267.66		

Imports into Bermuda during 1900—Continued.

Articles and whence imported.	Value.	Articles and whence imported.	Value.
Dominion of Canada—Continued.		Dominion of Canada—Continued.	
Clothing	\$764.04	Paper	\$3,576.87
Drugs	992.76	Sheep	306.56
Eggs	656.97	Soap and starch	1,508.61
Fertilizer	335.78	Tea	3,844.58
Fish, preserved	16,526.78	Vegetables	1,518.34
Flour	5,586.74	Books	184.92
Feed	5,377.48	Bicycles	686.90
Furniture	2,092.59	Cigars	637.51
Fruit, dried	510.96	Cigarettes	759.17
Goods, canned	1,119.29	Fresh fruit	1,070.63
Hardware	491.51	Horses	3,455.25
Hay	7,387.34	Oxen and cows	1,080.36
Jewelry and plated ware	2,676.57	Tobacco	403.91
Leather manufactures	4,580.71	Whisky	1,635.14
Lumber	5,124.15	Wines	43.79
Miscellaneous	5,513.74	Various	311.45
Oats	15,047.21		
Potatoes	17,762.72	Total for Canada	153,286.35
Poultry and meats	1,496.88		

Exports from Hamilton (as per consular invoices) for 1900.

Articles.	Value.	Articles.	Value.
Artists' effects	\$500.00	Palm leaves	\$223.24
Arrowroot	456.84	Potatoes (30,197 barrels)	123,128.63
Brandy	3,963.23	Returned American goods	8,000.84
Bulbs:		Sheepskins	93.98
Pari-oxalis	184.93	Spirits and wine	2,084.21
Lilium Harrison	50,197.50	Tallow	706.80
Copperas	486.65	Vegetables	7,311.63
Coral specimens	1.01	Whale oil	6,971.25
Crockery	36.50	Whisky	42,579.46
Cut flowers	1,296.15		
Fruit	4.38	Net total	480,356.54
Hides	3,428.15	Charges (official fees, commissions, shed tax, etc.)	25,081.54
Household effects	588.08		
Old metals	452.81	Gross total	485,388.08
Onions (289,625 bushels)	207,694.36		

Exports from Bermuda (as per consular invoices) for the six months ended June 30, 1901.

Articles.	Value.	Articles.	Value.
Arrowroot	\$287.27	Potatoes (26,656 barrels)	\$117,964.78
Brandy	2,608.58	Returned American goods	8,015.39
Bulbs, Persian and oxalis	234.34	Tallow	866.49
Crude drugs, teasweepings, and lime	5,439.71	Walking sticks	11.68
Cut flowers	504.51	Whisky	9,224.70
Electric wire	8.08	Vegetables	5,261.54
Hides	92.73		
Household effects	2,478.00	Net total	388,219.20
Old metals	696.93	Charges (official fees, commissions, shed taxes, etc.)	23,225.52
Onions (256,389 bushels)	234,971.44		
Palm leaves	22.51	Gross total	411,444.72
Plants	4.87		

Exports from Bermuda, 1900.

Articles.	Value.	Articles.	Value.
United Kingdom:		Dominion of Canada—Continued.	
Arrowroot	\$10,910.69	Potatoes	\$29.19
Bulbs	2,725.24	Skins	248.19
Hides and skins	4,754.57	Tomatoes	43.79
Metal ore	1,800.80	Vegetables	24.33
Tallow	2,598.71	Miscellaneous	214.17
Total	22,789.81	Total	10,078.52
Dominion of Canada:		West India Islands:	
Arrowroot	58.39	Casks, empty	2,744.70
Bulbs	92.46	Onions	895.43
Casks, empty	900.30	Potatoes	2,545.17
Flowers, cut	9.73	Vegetables	82.73
Hides	1,416.15	Miscellaneous	768.90
Metal ore	4,866.50	Total	7,036.95
Onions	2,175.32		

Navigation at Bermuda for the year ended December 31, 1900.

Flag.	Entered.						Cleared.					
	Steamers.		Sailing vessels.		Total.		Steamers.		Sailing vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Austrian	5	10,540	...	...	5	10,540	5	10,540	...	...	5	10,540
Danish	2	3,198	2	660	4	3,858	2	3,198	2	660	4	3,858
Spanish	4	8,892	...	...	4	8,892	4	8,892	...	...	4	8,892
Uruguayan	1	2,206	...	...	1	2,206	1	2,206	...	...	1	2,206
American	4	3,729	11	4,469	15	8,198	4	3,727	11	4,964	15	8,711
British	190	288,310	20	6,482	210	299,792	190	288,253	21	6,074	211	299,327
German	15	17,839	...	...	15	17,839	14	16,882	...	...	14	16,882
Italian	8	16,639	...	...	8	16,639	8	16,639	...	...	8	16,639
Norwegian	6	6,090	1	364	7	6,454	6	6,090	1	364	7	6,454
Russian .....	...	...	3	1,560	3	1,560	...	...	1	345	1	345
Total	235	352,443	37	13,535	272	365,978	234	351,427	36	12,427	270	363,854

From or to—	Entered.						Cleared.					
	Steamers.		Sailing vessels.		Total.		Steamers.		Sailing vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
United Kingdom	31	49,410	5	1,653	36	51,063	2	5,835	1	468	3	6,308
British possessions	68	69,268	4	561	72	69,829	66	70,098	8	1,276	74	71,374
United States	67	104,090	28	11,321	95	115,411	143	241,568	23	9,138	166	250,706
Other countries	69	129,675	...	...	69	129,675	23	33,926	4	1,545	27	35,471
Total	235	352,443	37	13,535	272	365,978	234	351,427	36	12,427	270	363,854

JAMAICA.**PORT ANTONIO.**

During the first six months of 1901, fruit, which is the principal product of this parish, was more abundant than in the corresponding period of last year. Two causes led to this, viz, the replanting and extension of the plantations which were partly destroyed by the hurricane of November, 1899, and the expectation that the Imperial Direct West India Line of fruit steamers, trading to England, would load a portion of its cargo at these ports. It has not yet done so.

The companies trading with the United States, having a phenomenally large crop of bananas at their command, were far more careful in their selection, and consequently many thousand bunches which in

previous years would have been exported were rejected and returned to the cultivators.

The price paid for the highest grade was 2s. 6d., equal to about 62 cents per bunch, as against 3s. (about 75 cents) in 1900 and 4s. 6d. (about \$1.12) in 1899.

Notwithstanding this decrease in price, the exports of this article for the period under review showed an increase of \$228,156 over 1900.

The demand for cocoanuts was small at the commencement of the year, but toward the end of June the exports rose. The "mid year" orange crop was plentiful and exceeded that of the preceding half year.

The following were the principal items of export for the six months ended June 30, 1901 and 1900:

Articles.	1901.	1900.
Bananas	\$433, 830	\$264, 674
Cocoanuts	24, 429	26, 089
Oranges	3, 581	2, 627
Pimento	6, 000	23, 525
Pineapples	593	2, 744

IMPORTS FROM THE UNITED STATES.

I have endeavored to obtain official statistics of the imports into this district, but have been unsuccessful, owing chiefly to the fact that the local customs authorities transmit all their records to the head office in Kingston, and the returns have not been compiled for so recent a date.

From interviews with several merchants, I have gathered that many of the goods which until recently were imported from Europe are now being obtained in the United States. Boots and shoes, cotton goods, ready-made shirts, hardware, and coal are now almost exclusively imported from our country, while it supplies all the hay, oats, corn, corn meal, wheat flour, kerosene oil, pickled meats, and lumber imported here. It is safe to estimate that 75 per cent of the imports into this parish are from the United States.

The merchants have all visited America and are now importing whatever can be obtained there more advantageously than in Europe. The trend of trade during the past three years has been toward the United States, and I expect even closer commercial relationship.

NOTES.

There are no new enterprises contemplated. The Direct Line of fruit steamers, trading to England, was established early this year. It will not take any portion of its cargo from this section of the island, therefore the trade of this parish will not be affected by this company.

The rate of exchange fluctuates very little; it is usually about \$4.82 per pound sterling.

No alterations have been made to the tariff of 1899, nor have the customs regulations, harbor regulations, or wharfage dues been changed.

TRANSPORTATION.

On an average, eight steamers arrive from and depart for the United States weekly. Most of them convey passengers. A first-class cabin passage to either Boston, New York, Philadelphia, or Baltimore costs

\$40, but a passage can be obtained on one of the lines for \$25. The voyage usually consumes four and one-half to six days.

The companies being engaged principally in the carrying of fruit, which necessitates quick dispatch, do not enter in a general freight business, but arrangements can be made with them for the conveyance of merchandise to Jamaica. At present, most of their ships leave the United States in ballast.

There are two coastwise steamers carrying freight and passengers. They call at this port on Tuesday and Friday of each week.

The Jamaica Government Railway has a branch line extending to Kingston, and runs one passenger train to and fro daily. The fare is about 1d. (2 cents) third class and 2d. (4 cents) first class per mile. It has a triweekly freight train.

LICENSES.

The following are the annual rates of licenses. With the exception of the commercial-travelers' license, they are payable in quarterly installments:

	£	s.	
Agricultural produce buyers' license:			
First class	1	0=	\$4.86
Second class	0	4=	97
Third class	5	0=	24.33
Spirit licenses:			
Taverns	5	0=	24.33
Dealers	5	0=	24.33
Town retailers	20	0=	97.33
District retailers	10	0=	48.66
Hotels	5	0=	24.33
Hawkers' license:			
Transferable	2	10=	12.26
Not transferable	2	0=	9.73
Metal license, gold, silver, etc.	5	0=	24.33
Gunpowder license	1	0=	4.86
Fire arms license	1	0=	4.86
Trade licenses:			
Merchant	12	10=	60.92
Storekeeper	7	10=	36.59
Auctioneer	2	10=	12.26
Wharfinger	2	10=	12.26
Newspaper	1	10=	7.29
Supercargo	5	0=	24.33
First-class retailers	5	0=	24.33
Second-class retailers	2	10=	12.26
Third-class retailers	0	10=	2.43
Brewers' license	1	0=	4.86
Cigar manufacturers' license, per thousand manufactured.	0	6=	1.46
Bicycle license, each	12	10=	60.92
Commercial travelers not dealing in spirits.	22	10=	109.49
Commercial travelers dealing in spirits.	2	0=	9.73
Itinerant horse dealers			

In addition to the above, there is a license of 10s. (\$2.43) per annum for selling petroleum.

There are no restrictions as to passports, etc., connected with the commercial travelers' license, it being granted on payment of the amount. Since the passage of this law, I have noticed a marked falling off in the number of commercial travelers arriving here, both from the United States and Europe. Drummers who arrive intending to stay one or two weeks, on finding that they will be obliged to pay so large a sum, often decide not to pursue their mission.

POSTAL RATES.

The rates of postage to places within the Universal Postal Union, other than British possessions, are:

For a letter, per half ounce	2½d. (5 cents)
For post cards:	
Single	1d. (2 cents)
Reply paid	2d. (4 cents)
For newspapers or other printed paper, per 2 ounces	½d. (1 cent)
For commercial papers, per 2 ounces	½d. (1 cent)*
Registration fee	2d. (4 cents)

For British possessions included in the Universal Postal Union, the rate for letters is 1d. (2 cents) per half ounce. There are about four mails dispatched for the United States weekly.

There are 150 district post-offices in the island, 11 of which are in this parish. The Government telegraph service is connected with the greater number of them, and messages are transmitted at the rate of 1s. (25 cents) for 20 words, exclusive of the address. The following are the inland postal rates:

For letters, for each half ounce or fractional part thereof.....	1d. (2 cents)
For post cards:	
Single	½d. (1 cent)
Reply paid.....	1d. (2 cents)
For newspapers	½d. (1 cent)
For book packets.....	½d. (1 cent)
For parcels	1d. (2 cents)
Registration fee	2d. (4 cents)

AMERICAN VESSELS; TARIFF, ETC.

American vessels arriving in Jamaica are not subjected to different treatment from that accorded to those of any other nationality, nor is there any additional tax on goods produced in America. All importations, regardless of their source, are affected by the same tariff. There is no obligation to state the country of origin or manufacture of any article.

DANIEL H. JACKSON,

Vice and Deputy Commercial Agent.

PORT ANTONIO, *October 24, 1902.*

ST. ANNS BAY.

The surroundings of St. Anns Bay are most picturesque. The hills and mountains begin near the water's edge and gradually rise to the height of 2,640 feet, and all up and down their sides grow the varied fruits of the Tropics—cocoanuts, bananas, lemons, limes, breadfruit, etc.—perennially, and, for six or eight months in the year, oranges, grape fruit, shaddock, guava, mangoes, etc. In the gardens, okra, yams, sweet potatoes, and many other vegetables grow the year round.

Most excellent drinking water is furnished by the numerous little mountain streams of the parish of St. Anns. The best bread is made of flour from the United States, which is extremely high priced on account of the tariff.

*Lowest charge, 2½d. (5 cents).

Sugar cane grows here from January to December, but owing to very low prices and high internal-revenue tax, as well as to the duties imposed by other countries on its importation, it has ceased to pay the producer, and I am informed that its cultivation is gradually declining.

Pimento (allspice) is grown all over this parish, and is shipped in large quantities to the United States, at a fair price.

Logwood grows in large quantities here, and is shipped to America and Europe, where it is sold at great profit.

Fustic wood, from which is extracted a yellow dye, also sells very readily to cloth mills in America, and the profits derived are fully equal to those of the logwood industry. These woods are usually shipped on sailing ships, some of the larger vessels taking as much as 700 tons at a time.

Along the coast of this parish the turtle is found in abundance. There is also a great variety of fish taken from the waters of the bay; among the best is the red snapper. The shellfish, clams, and oysters are unfit for use.

There are very few game birds; but the little green talking parrots are found all over the island.

S. W. PARKER, *Commercial Agent*.

ST. ANNS BAY, *January, 1902.*

BRITISH TRADE EFFORTS IN JAMAICA.

Consul Lathrop, of Bristol, England, under date of November 8, 1901, sends copy of the report made to the local chamber of commerce by a special commission sent to Jamaica to study conditions there; extracts from the report follow:

Stoneware and glass bottles.—With the exception of stone jingers, the trade in jars is not large. The West Indian Aerated Water Company, Limited, and E. Charley, of Spanish Town, have both had samples and promised orders for stone bottles. The order from the former I expect by next mail. The above-named company would also be glad to have quotations for glass soda-water bottles with ball.

Meats.—Hams and bacon (duty 2d., or 4 cents) come largely from America and London (all low class).

Principal importers: * Crosswell & Co.; Pinnock & Co.; E. D. Kincaid; Da Costa & Co.; Macnish & Co.; A. Lundy & Co.; J. L. Myers & Son.

Imports: Hams, £6,850 (\$33,336); bacon, £1,472 (\$7,163); cheese, £5,514 (\$26,834); provisions not enumerated, £10,325 (\$50,247).

Ironmongery.—Most of the importers buy direct from the makers, in England and America, and large retail profits are made on low-class articles. The only chance our exhibitors would have would be with the planters or small ironmongers. Some of our exhibits, notably spades and forks, were good value but slightly too heavy, the natives not liking hard work. Small samples of cutlery we had were too dear.

Principal importers: E. Lyons & Co.; W. H. Johnson & Co.; Middleton & Co.; Malabre & Co.

Imports: Hardware, cutlery, etc., £41,000 (\$199,526); implements and pails, £17,000 (\$82,730).

Grocers' sundries.—This is rather a peculiar trade here, and the people want a lot of persuading to change from what they are buying. Our prices were not sufficiently advantageous, notably in the case of rolled oats, baking powder, etc., in which we were outdone by American prices. Baking and egg powders should be packed in tins, not cardboard boxes, and dried herbs should be in capsuled bottles. Those we had were simply corked and had perished and gone into a mess.

Importers: Crosswell & Co., E. D. Kincaid, Da Costa & Co., and Pinnock & Co., Limited.

Leather.—The bulk of the samples we took out were rather too heavy in weight and too high in price. There is a lot of medium harness leather sold, and if the Bristol firms could send the right article a good trade might be done, and I think some of the American low-class goods could be pushed out. The sole and upper leathers, especially the latter, are required very light. Imports, £8,111 (\$29,739).

Pottery.—This is a large trade in the island for low-class goods, and has been our most successful one, though the Bristol houses are run very hard by the Staffordshire potteries and a Glasgow maker, which places have exceptionally low rates of freight, giving them an advantage. I shall see our Bristol maker on return, and give all particulars. No one but a manufacturer would stand any chance. Imports, £8,325 (\$40,514).

Cider and perry.—This is a very small trade, and the people do not seem to take to it. We tried very hard to get some one to take up the agency, but could not succeed. Only £50 (\$243) worth was imported into the island last year.*

Tobacco, cigarettes, and cigars.—The largest by far of this importation is in the form of cigarettes, which, with the local-made cigars, which are of medium class, are most generally smoked, pipe tobaccos not being very much used. A good class of Egyptian cigarette would sell out here; also cheap cigarettes to compete with those on the market. I would suggest that the mouthpieces in the cases of cigarettes be discontinued for this market, as they are not much cared for. Probably this might help to a reduction in price, which I think is much needed to successfully compete. The "get up" of the packages is a great thing, and should be showy. Packet tobacco is not a large import. A trade might be done in this branch.

The import of cigars is very small, as so many are made here, though they are not sold at very low prices—16s. (\$3.89) and 20s. (\$4.86) per 100 principally.

Imports: Cigarettes, £8,808 (\$42,864); cigars, £13 (\$63); manufactured tobacco, £2,180 (\$10,609); unmanufactured tobacco, £1,354 (\$6,589).

Vinegar.—Not a large sale here. 1s. (24 cents) per gallon is too dear; with the import duty of 1s. (24 cents) per gallon it makes it a high price. Very dark-colored vinegars are used here. There is one local maker who makes his from cane juice. Cheap American is also on the market. No import value procurable.

Soap.—This is one of the largest imports into the island, and is mainly from the United Kingdom. The quality is low, and is mostly bar soap of three kinds—blue mottled, dark brown, and primrose. There have also been, up to the present time, two makers in Kingston, but one of these has closed up quite lately; the remaining one is the maker of "Amalga soap," which has a moderate run. The import duty is 5s. 6d. (\$1.34) per 100 pounds. Total imports in year, £16,750 (\$81,514).

General drapery.

Articles.	Whence imported.	Value.		Import duty.
		English currency.	U. S. currency.	
		£ s. d.		Per cent.
Cotton and mixed hosiery	United Kingdom	6,642 15 0	\$32,327	16½
	United States	521 4 4	2,536	
	Germany	1,306 9 3	6,368	
Manufactured cotton	United Kingdom	204,466 13 5	996,032	16½
	United States	47,211 13 9	229,765	
	Germany	301 18 9	1,468	
Haberdashery and millinery	United Kingdom	32,100 6 9	156,216	16½
	United States	1,404 6 1	6,834	
	Germany	471 19 11	2,297	
Linen manufactured piece goods	United Kingdom	3,751 10 2	18,266	16½
	United States	31 1 4	151	
	United Kingdom	2,129 8 8	10,863	16½
Silk manufactured broad stuffs	United States	55 13 2	271	
Silk handkerchiefs, scarfs, and shawls	United Kingdom	650 0 10	3,163	16½
Woolen clothes, etc	do	31,582 0 3	153,694	
	United States	1,139 12 1	5,546	16½
	Germany	174 4 10	847	
Cloths mixed with other materials	United Kingdom	5,922 9 1	28,821	16½
Ribbons	do	4,999 16 4	24,332	
	Germany	90 8 2	439	16½
	France	53 10 6	260	
Umbrellas and parasols	United Kingdom	1,106 3 10	5,373	16½
	United States	39 15 4	194	

* Reports, unless otherwise stated, are of Kingston.

The above figures, taken from the blue book of Jamaica, when the population of 730,725 is taken into consideration, in several cases speak for themselves; this is particularly so in the case of linen manufactured goods.

In hosiery, as in all other departments, the very low lines sell best. Half hose in black, navy, and clerical gray retailed at 3d. (6 cents) per pair; black, even at this price, being stamped "guaranteed fast." I have procured a pair at 1s. 7d. (38 cents) per dozen, boxed in single dozens, from Germany, and a pair of ladies' stockings, guaranteed fast color, boxed in single dozens, costing in Germany 1s. 9d. (42 cents) per dozen. Better numbers are sold at 4½d., 6d., 9d., 10½d., and 1s. (9, 12, 18, 21, and 24 cents) per pair.

Ribbons.—Fancy striped, to cost per piece of 36 yards: 1 inch, 3s. (73 cents); 1½ inches, 6s. (\$1.46); 2½ inches, 7s. 6d. (\$1.82), are lines that would sell. The lines I saw cost these prices, and were of German manufacture, but came from England.

Umbrellas and parasols.—Very little wanted, but any such must not have gold-colored handles; these tarnish much quicker in the West Indies than do the nickel ones.

London and Manchester firms supply this market. Some of these deal direct with a few of the stores, and through a London agent with the others. In the first case payment is made direct, and in the latter through the agent, ninety days or four months' credit, net. The best time for the seasons' orders are the months of January and August.

The largest importers are: Nathan, Sherlock & Co., Hurcomb & Co., G. W. Young & Co., Andersen & Jacobsen, Beehive Store, Turnbull & Co., D. I. Motta, A. Pawsey & Co., A. Mordecai & Co., Kingston; S. Harts, and Kerr & Co., Montego Bay; C. E. Johnston & Co., and Gideon & Nephew, Port Antonio; Levy, Son & Co., Brownstown.

Straw hats.—From the United Kingdom, £15,000 (\$72,997) worth of straw hats were sent to Jamaica last year, our own country having this trade.

Luton manufacturers send direct to the different stores a case of samples twice a year for their inspection and comparison. These samples are not returned, but are charged up and a discount of 20 per cent allowed. Importers: Nathan, Sherlock & Co., A. Pawsey & Co., D. I. Motta, A. Mordecai, Pinnock & Co., and Hurcomb & Co., Kingston; S. Hart and Kerr & Co., Montego Bay; C. E. Johnstone & Co. and Gideon & Nephew, Port Antonio.

Double-brim gents' straw hats, with sweater band, costing 12s. 9d. (\$3.10) per dozen from a London firm, command a ready sale here at 2s. (49 cents) and 2s. 6d. (61 cents) each, import duty of 16½ per cent included. Lower quality straw hats are retailed at 1s. (24 cents) each by several firms, and cost them 8s. (\$1.95) per dozen—if a clearing line, even less.

Ladies' straw hats.—Messrs. Gideon & Nephew, of Port Antonio, tell me that ladies' straw hats can be bought by them at 2s. 6d. (61 cents) per dozen, untrimmed, and 3s. 6d. (85 cents) per dozen with ribbon band. Naturally, these are not the latest styles. Ladies' straw hats at 1s. (24 cents) each, retail, we find every store selling. This line costs anywhere from 4s. 9d. (\$1.15) to 6s. 11d. (\$1.68). One number shown me had two colors in brim, with Tartar ribbon, and cost 5s. 6d. (\$1.34) in Luton. With the biggest firms in Jamaica, Bristol merchants will not develop a large trade. With the smaller stores—i. e., those who buy their goods in Kingston—a trade may be done. Straw hats are packed usually in 6-dozen and 12-dozen cases, and orders are larger in the months of January and August, the former month for the Easter trade, the latter for Christmas. Payments direct, as a rule, ninety days net, but some firms allow 2½ per cent, ninety days.

Hard and soft felt hats.—Imports: United Kingdom, 4,925 dozen, value £4,925 13s. (\$23,971). United States, 79 dozen, £119, 6s. 8d. (\$581). Soft felt with wide brims, costing from 12 to 30s. (\$2.92–\$7.29) a dozen, in all colors, are the goods chiefly sold. A lower line costing 7s. 11d. (\$1.02) with larger crown, sell readily at 1s. 6d. (36 cents) each, retail. Hard felt hats are very little used, and the few sold are for the country districts. Silk hats are not worn in Jamaica. The largest importers are: Stanley & Wilson, F. C. Fisher, The Beehive Store, Nathan, Sherlock & Co., and Pinnock & Co., Kingston; S. Hart and Kerr & Co., Montego Bay; and Gideon & Nephew, and C. E. Johnstone & Co., Port Antonio.

Clothing.—Imports: United Kingdom, £57,116 19s. (\$277,960); United States, £7,472 16s. 11d. (\$36,366); Germany, £470 (\$2,287).

This is another very low-class trade. Suits are retailed at 8s. 6d. (\$2.07) by one house; this line cost them 3s. 9d. (\$0.91, sack, and trousers), in London. Of the three firms I represented in this department, one sent samples which were of some use, and with a larger range from them, I should have done better. The others were too good for the market.

I was told that 16s. (\$3.89), retail (sack and trousers), was the highest price at which the stores could sell any quantity, and to cater for this trade nothing over 10s. (\$2.43),

first cost, is of any use, the duty of 16½ per cent, freight and profit, bringing any line above this price out of the reach of the population. The white population being such a small proportion, any firm catering only for their wants will derive no profit. The importing firms are those named under "Felt hats."

Boots and shoes.

Imported from—	Quantity.	Value.		Price.	
		English currency.	United States currency.	Per dozen.	Per pair.
	<i>Dozen.</i>			<i>s.</i>	<i>s. d.</i>
United Kingdom	19,524	£39,048	\$190,027	40	3 4
United States.....	11,622	23,246	113,127	40	3 4
Canada.....	385½	771	8,752	40	3 4
Germany.....	289	578	2,813	40	3 4

Largest importers: Nathan, Sherlock & Co., Beehive Store, S. Louis Joseph, A. Pawsey & Co., Mordecai & Co. (canvas), D. F. Murphy, Pinnock & Co., and Fisher (gents only), Kingston; J. H. Levy, Son & Co. and Delgado Bros., Brownstown; S. Hart, Montego Bay; D. S. Gideon & Nephew, Port Antonio.

The above firms generally pay through an agent, or, if dealing direct, take ninety days or four months net. With regard to the best time for booking orders, opinions differ. The majority state January and August.

Shoes, ladies'.—The bulk comes from the United Kingdom. Ladies' oxfords, stitched soles, single boxes, laces inclosed, are imported at 20s. (\$4.86) per dozen, in some cases even less, and retail at 3s. (73 cents) per pair by the largest firms. Brown canvas shoes are sold at 2s. 6d. (61 cents), including the 16½ per cent duty. Ladies' boots retail at 4s. (97 cents) up. Elastic side, imitation button, sell at 4s. 6d. (\$1.09) to 6s. (\$1.46) per pair.

Men's boots and shoes.—The Americans have the biggest portion of this trade, their goods being more sightly and cheaper than those from the United Kingdom. Gideon & Nephew, of Port Antonio, state that 75 cents a pair is a very popular price in America. I have procured a sample pair from S. Louis Joseph, costing 79 cents, less 6 per cent, which he retails at 6s. (\$1.22) a pair. According to Gideon & Nephew, 20 per cent covers the duty and freight on American boots to Port Antonio, whereas 33½ per cent has to be allowed for the same on consignments from the United Kingdom. The Leyland Line will bring freight from Glasgow to Jamaica at 16s. (\$3.89) per ton, this including freight from Glasgow to Liverpool, and from Liverpool here, but the great drawback to this line is the fact of their not running regularly.

Gents' boots.—Gents' boots, calf balmorals, are sold in this island at 5s. (\$1.22) per pair upward, this including the 16½ per cent duty imposed; 8s. 6d. (\$2.07) per pair is another good selling price. Fisher, King street, Kingston, is at the moment retailing patent leather balmorals at 8s. (\$1.95) per pair, and patent leather oxfords at 5s. (\$1.22) per pair, both stitched soles. Flexible solid balmorals sold at 10s. 6d. (\$2.55) per pair. To cater for this trade means catering for the cheapest market, where the more effective lines sell, no matter how long they wear. American firms pack in cases containing 60 or 72 pairs, any assortment of sizes, more large sizes than small, if so wished. The discount allowed by American firms is 6 per cent, and no charge for packing case, which saves the buyer 2½ per cent. Morse & Rogers, Swan street, New York and Boston, do a large trade here. Boots are also imported from the State prison of Massachusetts. The best times to secure orders are, February and August in the country towns, December and July for the Kingston trade.

Commission agents in New York and Boston give six months' credit pro and con, 5 per cent interest charged.

Boot and shoe uppers.—There is a demand for these goods—gents' principally—balmorals costing 4s. (\$0.97), 4s. 6d. (\$1.09), 5s. (\$1.22), and 5s. 6d. (\$1.34), per pair. I have sold a few lines as samples, but lower goods were asked for.

The largest importers are Hepburn, McCarthy & Co., John Caseis, and E. Clarke & Co., all of Kingston.

Bassinettes, gocarts, etc.—There is a fairly good demand in Kingston for bassinettes, supplied by London and American firms. Those from London have generally two seats and American leather covers, while the ones supplied by American firms are of wickerwork, with a sort of parasol cover.

The roads in Jamaica are good, consequently all bassinettes are rubber-tired.

The import duty is 16½ per cent on cost price, and the usual mode of payment is cash on receipt of invoice or payment through a London agent, 90 days net.

It was impossible to procure a catalogue of these goods, but the best firms are T. N. Aguilar, the Coliseum, and W. N. Johnson & Co., of Kingston.

Imports of paper, stationery, etc.

Article and country.	Value.				Duty.
	English cur- rency.		United States cur- rency.		
STATIONERY.					
United Kingdom.....	£	s.	d.		Per cent.
United States.....	5,376	13	8	\$26,165	16½
	1,586	14	9	7,722	16½
PAPER.					
United Kingdom.....	2,097	14	5	10,208	16½
United States.....	4,075	2	10	19,832	16½
Germany.....	550	0	9	2,677	16½
Spain.....	561	16	6	2,784	16½
WRITING AND ENVELOPES.					
United Kingdom.....	1,219	13	0	5,985	16½
United States.....	471	3	10	2,293	16½

The American prices are much lower than those of the firms in Bristol who sent out samples with the commission, and what orders Americans lose London firms appear to secure.

Envelopes, white or buff, cost as low as 1s. 3d. (30 cents) per thousand, although the white usually cost 1s. 6d. (36 cents) per thousand.

Daybooks, cashbooks, ledgers, and minute books, 100 pages each, are sold in Kingston at 10s. 6d. (\$2.55) per dozen. Daybooks, cashbooks, ledgers, and minute books, 500 pages each, are sold at 40s. 6d. (\$9.85) per dozen.

Five hundred page large size copying books are sold at 4s. (97 cents) and 5s. (\$1.22) each; 700 pages, 6s. 6d. (\$1.58) each; 1,000 pages, 8s. (\$1.95) each. Naturally the binding of these books is far inferior to any which the commission took out, but the merchants say that it makes no difference to the sale.

A German firm sells tissue paper wholesale in Kingston at 1s. 8d. (40 cents) the ream. In brown paper also their prices were lower. There is a demand for straw wrapping papers: 12 by 16, sold retail in Kingston, per ream, at 10d. (20 cents); 15 by 20, sold retail in Kingston, per ream, at 1s. 3d. (30 cents); 20 by 30, sold retail in Kingston, per ream, at 2s. 6d. (61 cents); 9 by 12 is another size they use for wrapping oranges.

In almanacs, a New York firm supplies a hundred at a time, in colors, at \$3.50, size 10 by 8, but not put in envelopes ready for delivery. To cater for this trade, cheaper samples must be submitted.

The largest importers are A. W. Gardner & Co., Wesleyan Book Room, A. Hylton, A. M. Sollas & Co., all of Kingston.

Value of imports in detail.

Countries.	Paper hangings.		Pasteboard.		Cordage.	
	English currency.	U. S. currency.	English currency.	U. S. currency.	English currency.	U. S. currency.
United Kingdom.....	£ 104 2 1	\$507	£ 414 7 9	\$2,017	£ 2,969 14 8	\$14,452
United States.....	163 15 8	797	949 2 8	4,619	2,468 10 8	12,014
Canada.....					717 11 10	3,492

The Consumers' Cordage Company, Limited, Halifax, Nova Scotia, and Eyre & Nephew, of Liverpool, send cordage to this market. I saw quotations from the former for manila rope at 8½ cents per pound, and this with cheaper freight.

EXPORT OF JAMAICA.

The exports have drifted more and more away from the United Kingdom. Out of the total value of produce and manufactures of the colony, amounting to £1,797,996 (\$8,749,948), only £346,863 (\$1,688,009) worth was exported to the United Kingdom.

This is partly accounted for by the fruit trade with the United States, which took £750,000 (\$5,649,875) of bananas and oranges last year. The fruit trade with England can never develop to the same extent. Then, again, out of the exports of coffee and cocoa, amounting to the value of £203,150 (\$988,629), only £50,000 (\$243,325) went to the United Kingdom. Then pimento: Out of £173,555 (\$844,605) exported, only £43,671 (\$212,524) went to the United Kingdom. Out of sugar exported to the value of £199,000 (\$968,433), £20,000 (\$97,330) of refined was sent to England. And so on, except in a few small instances, such as wood, honey, beeswax, etc.

The Jamaica merchants are, on the whole, disposed to try the Bristol market with many of their products, but the future will depend entirely on what results are shown by their first shipments, and unless a distinct advantage can be shown the export trade will not be diverted from its present channels.

LEEWARD ISLANDS.

The exports from Antigua for the fiscal year July 1, 1900, to June 30, 1901, were:

Sugar	\$337, 980
Molasses	49, 810
Skins	3, 065
Tamarinds	478
Onions	250
Total	391, 583

The import trade is limited to absolute necessities. The only figures available are those relating to the import trade with the United States. The principal articles were:

Breadstuffs, including flour	\$117, 961
Corn and oats	15, 212
Pork	11, 835
Pine wood	7, 786
Kerosene	6, 812
Tobacco, leaf	3, 144
Lard	2, 720
Beef, salt and dried	1, 432
Pease, beans, and barley	707

With the exception of an artificial ice plant, the manufacture of sugar is the sole industry of the island, and owing to the use of old and imperfect machinery, it is estimated that from 46 to 48 per cent of this product is lost. The quality of the sugar is rarely better than "muscovado," refining 89 per cent. In order to improve conditions in this industry and to enable it to compete with the bounty-paid sugar of Germany and France, efforts are being made to establish central sugar factories with Government aid. The export of sugar is now nearly all directed to the United States.

The harbor of St. Johns is a beautiful, large bay, but, on account of bars and reefs, it is not accessible to vessels of more than 12 or 15 feet draft. Others are compelled to lie 2½ or 3 miles out, making it very inconvenient for handling mails, passengers, and cargoes. A Government launch lands and embarks passengers at a fee of 36 cents.

F. R. MOWRER, *Consul*.

ANTIGUA, August 10, 1901.

TRINIDAD.

Consul Smith sends from Trinidad, February 22, 1902, the following statistics of Trinidad trade, prepared by the Agricultural Society:

Values of imports and exports, 1899 and 1900.

Country.	Imports.				Exports.			
	1899.		1900.		1899.		1900.	
United Kingdom ...	£949,685	\$4,621,642	£881,894	\$4,291,737	£889,665	\$4,329,556	£983,055	\$4,784,037
Canada	62,629	304,784	66,245	322,381	25,534	124,231	29,380	142,978
Other British colonies	167,051	812,964	108,099	501,731	81,990	155,679	49,590	241,330
Foreign countries...	1,336,600	6,601,894	1,449,020	7,051,656	1,625,702	7,911,479	1,522,524	7,409,363

Principal imports in 1900, and countries from which imported.

Article.	Quantity.	Country.	Value.	
			English currency.	United States currency.
Flour	184,037 barrels..	United States	£180,400	\$877,917
		Canada	2,550	12,410
Meal (not wheaten)	9,822 do....	United States	9,604	46,738
		Great Britain	185	890
		do	14,467,342	60,405,320
Rice	25,491,246 pounds..	British East Indies	10,407,811	50,649,612
		Germany	280,220	1,383,691
		United States	224,426	1,092,169
		do	4,698,000	22,862,817
Oil meal	4,700,000 do....	British West Indies	6,250	30,416
		United States	132,000	642,378
Oats	158,961 bushels..	Canada	20,400	99,277
		France	849,131	1,699,046
Butter	595,877 pounds..	Great Britain	178,810	870,179
		United States	46,079	224,243
		Canada	13,572	66,048
		United States	200,400	975,247
Oleomargarine	208,982 do....	Holland	600	2,920
		French West Indies		
		France	2,982	14,502
Lard	1,413,788 do....	United States	1,413,588	6,879,226
		Canada		
		United States	6,031,663	29,353,068
		Great Britain	182,586	888,555
Meats (preserved)	6,261,592 do....	South America	24,000	116,796
		Portugal		
		Canada	26,594	129,420
		do	5,167,284	25,146,568
Fish	7,484,607 do....	United States	1,524,973	7,421,281
		do	13,932	67,800
Coal and coke	16,000 tons..	Great Britain	1,981	9,641
		United States	10,360,770	50,420,687
Timber	12,261,112 feet..	Canada	1,740,415	8,469,730
		do	154,000	749,441
Shingles	252,409 number..	British West Indies	73,409	357,245
		United States	25,000	121,663
Textiles	£328,149	Great Britain	258,465	1,257,820
		United States	8,891	43,268
Hardware and ironwork	£180,367	Great Britain	81,061	394,488
		United States	29,164	141,927

Principal exports in 1900, and countries to which exported.

Article.	Quantity.	Country.	Value.	
			English currency.	United States currency.
Sugar:				
Vacuum pan..hundred weight..	779, 772	United States.....	£329, 288	\$1, 602, 480
		Great Britain.....	415, 329	2, 021, 189
		Canada.....	19, 276	83, 806
Centrifugal.....do....	20, 811	Great Britain.....	17, 108	83, 256
		United States.....	2, 960	14, 406
		Canada.....	4, 989	24, 279
Muscovado.....do....	11, 806	United States.....	3, 737	18, 186
		British West Indies.....	1, 842	8, 964
		French West Indies.....	401, 134	1, 952, 119
		United States.....	26, 412	128, 534
Molasses.....gallons..	777, 279	Great Britain.....	108, 172	526, 419
		Canada.....	44, 742	217, 737
		Portugal.....	42, 000	204, 398
		Holland.....	62, 970	306, 444
Rum.....do....	33, 548	Great Britain.....	29, 956	145, 776
		Venezuela.....	1, 073	5, 232
		United States.....	1, 892	9, 207
		do.....	13, 222	64, 345
Bitters (Angostura).....do....	37, 138	Great Britain.....	13, 051	63, 513
		Germany.....	8, 319	40, 484
		France.....	81, 592	397, 067
Cacao.....hundred weight..	271, 284	Great Britain.....	104, 795	509, 985
		United States.....	74, 721	363, 630
		Canada.....	3, 432	16, 702
Asphalt:		United States.....	104, 026	506, 243
Crude.....tons..	141, 906	Great Britain.....	17, 808	86, 663
		Germany.....	13, 347	64, 953
		France.....	3, 943	19, 189
		Germany.....	6, 230	30, 318
Epurée.....do....	16, 847	Great Britain.....	3, 250	15, 316
		Holland.....	2, 954	14, 376
		United States.....	2, 942	14, 317
Liquid.....gallons..	2, 052	Great Britain.....	2, 052	9, 986

The report says:

As a paving material, Trinidad asphalt is unequalled. It is found in many parts of the island, but the principal deposit is at La Brea, where there is an apparently inexhaustible supply. The Pitch Lake is 110 acres in extent, of unknown depth, and situated 130 feet above the level of the sea. The removal of 1,720,000 tons during the past thirty-four years has apparently made no impression on the lake.

Of the present shipments of asphalt, 116,000 tons are made from the lake by the Barber Company, of New York, and 33,000 by private shippers from lands outside the lake.

The lake contains no liquid asphalt, but in other parts of the island this kind is found widely distributed. From it illuminating and lubricating oils can be distilled.

Glance pitch, also found in the island, is used for electric insulations and for black varnishes.

Manjak, another variety of asphalt, has recently been found in a large deposit about 10 miles north of the Pitch Lake.

DANISH WEST INDIES.

I inclose a complete return of the goods imported into St. Thomas from all countries during the fiscal year ended March 31, 1901.

Notwithstanding the decline of population in all the islands, and the depressing times, the wants of the people have caused increased imports of goods from the United States. Our facilities to supply these needs are unquestioned, except in so far as the uncertainty of communication is concerned. At one time last year, fifty-two days passed without a direct steamer to the United States.

MAHLON VAN HORNE, *Consul.*

ST. THOMAS, *July 30, 1901.*

H. Doc. 320—34

Importation of goods into the port of St. Thomas during the year ended March 31, 1901.

Country.	Linens.		Cottons.		Woolens.		Silks.		Mixed materials.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark	1	\$53	3	\$29	5	\$70	1	\$5		
Germany	2	137	35	2,216	10	1,044	4	283	9	\$960
Great Britain	13	1,866	520	65,002	72	10,022	80	1,886	5	520
Holland			2	51						
Belgium			1	33						
France	12	543	70	5,052	2	129	8	352		
Italy			1	118			1	9		
United States	1	82	162	7,929	9	109	2	3		
British West Indies			86	4,056	1	5				
Danish West Indies			6	67						
Haiti					1	5				
Total		2,631		84,553		11,384		2,537		1,480

Country.	Clothing.		Wheat flour.		Rye flour.		Corn meal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Packages.</i>		<i>Barrels.</i>		<i>Barrels.</i>		<i>Barrels.</i>	
Denmark	80	\$966						
Germany	40	678						
Great Britain	130	4,988						
France	50	3,355						
Italy	8	803						
South American States	1	16						
United States	62	749	13,271	\$48,234	938	\$3,141	2,368	\$5,851
British West Indies	20	107						
Danish West Indies	2	6					19	48
French West Indies	1	25						
Dutch West Indies			42	163	10	35		
Haiti	1	5						
Total		11,698		48,387		3,176		5,899

Country.	Beef, salted, smoked.		Tongues and sausages.		Pork, salted, smoked.		Hams.		Butter and margarin.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Barrels.</i>		<i>Casks.</i>		<i>Casks.</i>		<i>Casks.</i>		<i>Casks.</i>	
Denmark	1	\$2	244	\$2,081			3	\$50	a 27 b 8	\$5,158 103
Germany			81	844			2	81	a 43 b 11	1,518 90
Great Britain							13	318		
France			2	14						
Italy			1	9						
United States	211	1,394	42	330	453	\$5,608	144	3,255	a 67 b 614	723 5,283
British possessions in North America			2	2	28	385			a 936 b 5	5,709 26
British West Indies									a 1	38
Danish West Indies							1	2		
Total		1,396		3,280		5,993		3,706		18,653

Country.	Cheese.		Lard.		Refined sugar.		Fish, salted and smoked.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Cases.</i>		<i>Casks.</i>		<i>Casks.</i>		<i>Casks.</i>	
Germany	2,165	\$4,421			5	\$20	84	\$508
Great Britain	4	36						
France	1	5						
Italy	1	8						
United States	175	542	523	\$7,188	292	4,871	a 8 a 228 b 785	112 37 3,408
British possessions in North America	119	587					a 2,482 b 8	325 104
British West Indies					2	13		
Dutch West Indies	2	7						
Total		5,606		7,183		4,904		4,489

* Butter.

* Margarin.

* Salted.

* Smoked.

Importation of goods into the port of St. Thomas during the year, etc.—Continued.

Country.	Fish, pickled.		Beans and peas.		Wheat and corn.		Oats.		Groat.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Barrels.</i>		<i>Barrels.</i>		<i>Barrels.</i>		<i>Barrels.</i>		<i>Kegs.</i>	
Denmark	2	\$9	2	\$2	.....	.....	70	\$292	20	\$247
Germany .....	.....	.....	.....	.....	.....	.....	5	23	31	160
Great Britain .....	.....	.....	.....	.....	.....	.....	.....	.....	14	83
United States	4	13	629	4,468	2,845	\$3,128	260	472	.....	.....
British possessions in North America	302	1,189	92	476	10	14	56	113	.....	.....
British West Indies .....	.....	.....	23	113	36	60	.....	.....	.....	.....
Danish West Indies .....	.....	.....	.....	.....	.....	.....	2	9	.....	.....
North American West Indies .....	.....	.....	.....	.....	3,500	19	.....	.....	.....	.....
Haiti .....	.....	.....	4	17	34	51	.....	.....	.....	.....
Total .....	.....	1,211	.....	5,076	.....	3,272	.....	909	.....	440

Country.	Yams and potatoes.		Bread.		Tea.		Canned goods.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Barrels.</i>		<i>Barrels.</i>		<i>Cases.</i>		<i>Cases.</i>	
Denmark .....	.....	.....	2	\$2	.....	.....	71	\$761
Germany	*464	\$382	3	6	166	\$553	188	1,535
Great Britain	*25	20	44	868	61	1,041	407	3,439
Holland	*20	8	.....	.....	.....	.....	25	278
France	*40	16	.....	.....	.....	.....	230	1,501
Italy .....	.....	.....	.....	.....	.....	.....	1	4
United States	71	134	903	1,617	6	43	908	4,223
British possessions in North America	507	820	6	30	.....	.....	.....	.....
British West Indies	446	575	3	13	.....	.....	6	37
Danish West Indies	1	3	.....	.....	.....	.....	2	6
North American West Indies	17	26	.....	.....	.....	.....	.....	.....
Dutch West Indies	385	787	3	8	.....	.....	.....	.....
Haiti	2	6	.....	.....	.....	.....	.....	.....
Santo Domingo	5	10	.....	.....	.....	.....	.....	.....
Total .....	.....	2,787	.....	2,544	.....	1,637	.....	11,774

Country.	Corks.		Copper.		Lead.		Iron.		Castings.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bags.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark	1	\$5	.....	.....	.....	.....	.....	.....	.....	.....
Germany	3	52	.....	.....	.....	.....	29	\$624	1,000	\$108
Great Britain	7	218	2	\$39	1	\$5	1,494	4,777	3,470	1,487
France	30	425	.....	.....	.....	.....	.....	.....	.....	.....
United States	2	88	.....	.....	.....	.....	.....	.....	17	125
Danish West Indies .....	.....	.....	.....	.....	.....	.....	17	15	.....	.....
North American West Indies .....	.....	.....	400	16	.....	.....	8	229	.....	.....
Total .....	.....	788	.....	105	.....	5	.....	5,645	.....	1,720

* Cases.

Importation of goods into the port of St. Thomas during the year, etc.—Continued.

Country.	Nails.		Bicycles.		Tin sheets.		Hardware.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kgs.</i>		<i>Number.</i>		<i>Cases.</i>		<i>Pkgs.</i>	
Denmark	14	\$105	.....	.....	2	\$30	5	\$26
Germany	8	45	.....	.....	.....	.....	110	1,490
Great Britain	82	453	.....	.....	44	215	519	7,602
Belgium	12	36	.....	.....	.....	.....	.....	.....
France .....	.....	.....	.....	.....	1	11	19	387
Spain .....	.....	.....	.....	.....	.....	.....	3	8
United States	117	279	2	\$60	12	75	522	8,481
British possessions in North America .....	.....	.....	.....	.....	.....	.....	4	16
British West Indies .....	.....	.....	.....	.....	.....	.....	7	74
Danish West Indies .....	.....	.....	.....	.....	.....	.....	5	6
North American West Indies	70	183	.....	.....	.....	.....	.....	.....
Total .....	.....	1,131	.....	60	.....	331	.....	13,060

Country.	Earthenware and porcelain.		Shoe ware.		Saddlery.		Leather and skins.		Glassware.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark	7	\$74	1	\$16	.....	.....	2	\$4	3	\$22
Germany	38	540	47	3,798	.....	.....	4	805	224	415
Great Britain	32	637	37	1,985	2	\$29	12	56	83	900
Belgium .....	.....	.....	.....	.....	.....	.....	.....	.....	25	114
France	4	156	30	1,837	.....	.....	.....	.....	6	117
United States	19	183	728	20,629	20	405	52	1,909	184	729
British West Indies	6	42	1	2	.....	.....	1	1	2	36
Danish West Indies .....	.....	.....	1	2	.....	.....	2	10	21	47
North American West Indies .....	.....	.....	.....	.....	.....	.....	11	2	.....	.....
French West Indies .....	.....	.....	.....	.....	.....	.....	2	20	.....	.....
Dutch West Indies .....	.....	.....	.....	.....	.....	.....	28	.....	100	10
Haiti .....	.....	.....	1	7	.....	.....	.....	.....	.....	.....
Total .....	.....	1,632	.....	23,176	.....	434	.....	2,808	.....	2,390

Country.	Paper.		Cards.		Lumber.		Shingles.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Packages.</i>		<i>Packages.</i>		<i>Packages.</i>		<i>Pieces.</i>	
Denmark	24	\$326	2	\$22	.....	.....	.....	.....
Germany	122	1,287	.....	.....	14	.....	.....	.....
Great Britain	82	1,413	.....	.....	6	\$403	.....	.....
France	209	1,467	.....	.....	5,086	.....	.....	.....
United States	519	1,206	1	30	1	42	.....	.....
British possessions in North America .....	.....	.....	.....	.....	1	1	.....	.....
British West Indies	2	7	.....	.....	238,372	12,626	85,000	\$280
Danish West Indies .....	.....	.....	.....	.....	18,311	261	77,000	105
Total .....	.....	5,706	.....	52	.....	13,443	.....	887

* Tons.

† Pieces.

• Packages.

Importation of goods into the port of St. Thomas during the year, etc.—Continued.

Country.	Lime.		Cement.		Hardwood posts.		Bricks.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Barrels.</i>		<i>Barrels.</i>		<i>Pieces.</i>		<i>Pieces.</i>	
Denmark			175	\$350				
Germany	4	\$8	925	1,468			6,000	\$111
Great Britain	9	15						
United States					1	\$14		
British West Indies					78	140		
Danish West Indies	1	2			100	140	200	4
North American West Indies					5 5	45		
Total		25		1,827		389		115

Country.	Pottery.		Marble.		Tapestry.		Mats.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pieces.</i>		<i>Packages.</i>		<i>Packages.</i>		<i>Packages.</i>	
Germany			1	\$18	3	\$189		
Great Britain	83	\$106	1	77			6	\$39
France	1	20						
United States					1	7	8	38
British West Indies	140	163					2	1
French West Indies	77	98						
Dutch West Indies	324	32						
Total		419		95		196		78

Country.	Grinding stone.		Mineral water.		Whisky.		Brandywine.		Cordage.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pieces.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Denmark							12	\$210		
Germany			47	\$212	100	\$188	63	116	1	\$2
Great Britain	1	\$12	49	198	627	2,123			58	1,209
Holland			30	106	25	51				
France			12	70						
United States	1	13			1,551	4,821			213	1,485
British possessions in North America					100	443				
British West Indies					1	10				
Danish West Indies							1	1	2	16
Total		25		586		7,636		327		2,712

Country.	Wine.		Brandy.		Gin.		Spirits.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Packages.</i>		<i>Packages.</i>		<i>Packages.</i>		<i>Packages.</i>	
Denmark	2	\$7						
Germany	597	3,812	1	\$16	4,004	\$2,067	326	\$4,849
Great Britain	371	2,228	436	4,821	1,090	651	30	261
Holland					10,406	16,937		
France	546	4,188	525	4,723				
Spain	22	142						
Italy	154	1,385						
United States					75	179	7	76
British West Indies	18	94						
Danish West Indies	7	74	2	10				
French West Indies	2	26						
Santo Domingo	1	4						
Total		11,960		9,570		19,834		5,186

• Tons.

• Pieces.

• Packages.

Importations of goods into the port of St. Thomas during the year, etc.—Continued.

Country.	Liqueur.		Cherry cordial.		Beer.		Vinegar.		Rum.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Cases.</i>		<i>Pkgs.</i>		<i>Casks.</i>	
Denmark	5	\$30	32	\$198	1,189	\$5,010	23	\$405		
Germany	8,449	3,689	253	484	156	510	1	5		
Great Britain	503	211			299	1,628				
Holland	7	17			30	95				
France	155	1,056			8	80	7	88		
United States	2	10			206	948	13	72		
British West Indies	128	1,035							377	9,796
Danish West Indies					1	4			55	1,618
French West Indies	5	50							1	34
Dutch West Indies	2	8							1	35
Santo Domingo									22	220
Total		6,106		682		8,275		570		11,702

Country.	Coffee.		Cocoa.		Rice.		Tobacco leaves.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bags.</i>		<i>Bags.</i>		<i>Packages.</i>		<i>Pounds.</i>	
Denmark					305	\$1,400		
Germany					900	3,018		
United States	4,510 + 3	\$442					118,533	\$8,300
French West Indies			+ 370	\$39				
Dutch West Indies	1,573	394						
Haiti	20,060	1,833						
Santo Domingo	8,933	666	500	40			4,000	200
Total		3,335		79		4,418		8,500

Country.	Tobacco (manu- factured).		Cigars.		Matches.		Spices.		Turtle shells.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	<i>Pkgs.</i>		<i>No.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>			
Denmark	4	\$93	10,000 + 2	\$160	3	\$60	1	\$6		
Germany	8	212	359,350 + 69	3,849	61	1,223	20	297		
Great Britain	9	493	11,300 + 15	700			24	383		
Holland			1,000 + 7	170						
France			1	30			1	2		
South American States			150	4						
United States	50	1,236	94,000 + 18	2,127	71	230	24	145		
British West Indies	4	166	4,791	179					30	\$106
Danish West Indies			4,100	85						
North American West Indies			33,324 + 70	11,004						
French West Indies							1	6		
Dutch West Indies			1	14						
Haiti									44	137
Total		2,200		18,322		1,513		839		243

* Packages.

Importations of goods into the port of St. Thomas during the year, etc.—Continued.

Country.	Cotton.		Sugar, raw.		Molasses.		Fruit.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bales.</i>		<i>Pounds.</i>		<i>Casks.</i>			
Denmark	1	\$11						
United States								\$180
British West Indies			872, 438	\$21, 818				1, 327
Danish West Indies			127, 656	5, 106	23	\$120		
North American West Indies			40, 228	1, 416				67
French West Indies								113
Dutch West Indies								30
Haiti								275
Santo Domingo								30
Total		11		27, 840		120		2, 022

Country.	Steam-coal.		Paint.		Oil, sweet.		Kerosene.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Tons.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>		<i>Pkgs.</i>	
Germany			23	\$262	24	\$137		
Great Britain	4, 247	\$21, 235	2, 085	5, 080	74	1, 193		
France			3	41	796	2, 360		
Italy					70	431		
United States	86, 571	216, 428	118	1, 357	263	2, 917	3, 570	\$4, 009
British possessions in North America			1	6				
British West Indies			1	1				
Total		237, 663		6, 697		7, 043		4, 009

Country.	Straw and straw work.		Soap.		Candles.		Starch.		Raisins and currants.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pckgs.</i>		<i>Cases.</i>		<i>Cases.</i>		<i>Pckgs.</i>		<i>Pckgs.</i>	
Denmark			6	\$64						
Germany	114	\$358	5	66	377	\$369	2	\$24	9	\$31
Great Britain	2	30	4, 086	6, 679	1	9			9	102
Holland					315	696				
France					1	3				
Italy					25	40				
South American States							7	32		
United States	12	59	663	1, 365	335	423	1, 780	1, 865	42	124
British possessions in North America			50	84					16	35
British West Indies							87	583		
French West Indies	101	5					1	4		
Haiti							3	16		
Santo Domingo										
Africa	10	25								
Total		977		8, 258		2, 142		2, 524		342

Country.	Figs.		Prunes.		Dates.		Almonds.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pckgs.</i>		<i>Pckgs.</i>		<i>Pckgs.</i>		<i>Pckgs.</i>	
Germany					1	\$3	5	\$62
Great Britain	5	\$33	8	\$93	11	\$9	3	35
France	1	1	7	58				
United States	2	9	19	43	32	78	1	10
Total		43		194		120		107

Importations of goods into the port of St. Thomas during the year, etc.—Continued.

Country.	Nuts.		Olives.		Sago.		Salep.		Vermicelli.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Bags.</i>		<i>Cases.</i>		<i>Pcks.</i>		<i>Pcks.</i>		<i>Cases.</i>	
Germany	2	\$18			28	\$143			32	\$84
Great Britain	1	8	5	\$22	2	17	2	\$30		
Holland	50	162							124	450
France	3	12	51	87					110	67
Italy									8	6
United States	16	71	1	2	10	43				
British West Indies. {	533									
	39	76								
Danish West Indies.									3	3
North American										
West Indies	100	1								
Dutch West Indies.	223	658								
Haiti	9	20					2	14		
Total		1,016		61		203		44		610

Country.	Gunpowder.		Straw hats.		Felt hats.		Drugs.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Casks.</i>		<i>Pcks.</i>		<i>Pcks.</i>		<i>Pcks.</i>	
Denmark					1	\$4	6	\$108
Germany	3	\$63	11	\$451	5	98	76	1,434
Great Britain			48	1,473	46	1,322	98	1,211
France	1	8	6	179	47	530	14	306
Italy			3	132	3	134		
South American								
States			2	486				
United States			2	15	3	16	276	3,294
British possessions								
in North America.							7	106
British West Indies.			3	6			23	27
Danish West Indies.	1	5						
Dutch West Indies.			2	58				
Total		76		2,795		2,104		6,486

Country.	Bijoutry.		Perfumery.		Toys.		Poultry.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pcks.</i>		<i>Pcks.</i>		<i>Pcks.</i>		<i>Pieces.</i>	
Denmark	10	\$223			21	\$249		
Germany	11	463	10	\$380	29	794		
Great Britain	11	512	29	878	73	3,065		
France	2	416	57	960	82	1,800		
Italy	2	4	1	42	1	3		
South American States					1	3		
United States	22	503	183	860	248	3,480	*15	\$32
British West Indies	3	14	1	8	10	238	361	90
Danish West Indies	1	4	1	2				
North American West Indies			37	1,796	2	24		
French West Indies	2	20					30	54
Dutch West Indies.							56	41
Haiti							7	6
Total		2,159		4,926		9,456		223

* Packages.

Importation of goods into the port of St. Thomas during the year, etc.—Continued.

Country.	Horses.		Horned cattle.		Sheep and goats.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Number.</i>		<i>Number.</i>		<i>Number.</i>	
British West Indies	2	\$30	837	\$12,500	820	\$1,221
Danish West Indies	6	189	3	60		
North American West Indies	1	35	295	3,774	15	15
Dutch West Indies			36	520	25	71
Total		204		16,854		1,307

Country.	Hogs and pigs.		Oysters.		Furniture and looking-glasses.		Coachmakers' work.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Number.</i>		<i>Pckgs.</i>		<i>Pckgs.</i>		<i>Pckgs.</i>	
Germany					9	\$1,024		
Great Britain					95	986		
Belgium					24	18		
France					15	536		
United States			4	\$16	201	1,776	28	\$385
British West Indies	348	\$1,386			51	491		
Danish West Indies					5	180	1	4
Dutch West Indies	8	32						
Haiti					1	4		
Total		1,418		16		5,015		689

Country.	Pitch.		Tar.		Resin.		Turpentine.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Barrels.</i>		<i>Barrels.</i>		<i>Barrels.</i>		<i>Casks.</i>	
Germany			1	\$7				
United States	17	\$37	3	11	2	\$6	12	\$178
Total		37		18		6		178

Country.	Ship materials.		Salt.		Woods.		Charcoal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pckgs.</i>		<i>Barrels.</i>		<i>Cords.</i>		<i>Bags.</i>	
Germany	1	2,200						
Great Britain			8	15				
United States	25	598	3	7				
British West Indies	9	579			39	80	6,325	3,165
Danish West Indies							135	68
Dutch West Indies							361	117
Total		3,377		22		80		3,350

Importation of goods into the port of St. Thomas during the year, etc.—Continued.

Country.	Ice.		Onions.		Sundries.		Total.	
	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.	Quan- tity.	Value.
	Tons.		Pcks.		Pcks.			
Denmark					63	44		\$18,834
Germany			1	2	80	890		62,267
Great Britain			89	172	69	1,135		170,682
Holland			207	531				18,894
Belgium								201
France			555	308	40	233		33,663
Spain								160
Italy			3	21	2	52		3,262
South American States								541
United States	820	840	10	30	235	1,471		414,504
British possessions in North America			85	206	48	85		14,405
British West Indies					39	129		60,236
Danish West Indies					21	43		8,062
North American West Indies					1	20		18,672
French West Indies					6	34		516
Dutch West Indies			6	30				3,411
Haiti					12	57		2,441
Santo Domingo								1,186
Africa								25
Total		840		1,100		4,590		831,574

REVENUE AND SHIPPING AT ST. THOMAS.

Consul Van Horne sends from St. Thomas, October 21, 1901, and February 1, 1902, the quarterly returns of the revenues, and of the vessels arriving at and departing from St. Thomas, as recorded in the custom-house of the port, given below:

Revenues of the customs of St. Thomas for the second quarter of the fiscal year 1901-1902, ending September 30, 1901, and the same for the corresponding period the preceding year.

	1900.				1901.			
	July.	August.	Septem- ber.	Total.	July.	August.	Septem- ber.	Total.
Import duty	\$1,257.12	\$1,206.20	\$1,196.95	\$3,660.27	\$2,238.62	\$1,203.47	\$1,119.54	\$4,561.63
Ship dues	1,411.96	2,488.98	1,386.09	5,287.03	1,776.54	998.25	1,398.83	4,173.62
Dues on measure briefs .....		.32		.32	.40	.08	.32	.80
	2,669.08	3,695.50	2,583.04	8,947.62	4,015.56	2,201.80	2,518.69	8,736.06

First quarter 1901-1902 less than the first quarter 1900-1901

\$2,497.68

Second quarter 1901-1902 less than the second quarter 1900-1901

211.57

First two quarters 1901-1902 less than the first two quarters 1900-1901

2,709.25

Revenues of the customs of St. Thomas in the third quarter of the fiscal year 1901-1902 (ended December 31, 1901) and the same for the corresponding period the preceding year, viz:

	1900.				1901.			
	October.	Novem- ber.	Decem- ber.	Total.	October.	Novem- ber.	Decem- ber.	Total.
Import duty	\$1,150.70	\$1,207.51	\$2,568.23	\$4,726.44	\$939.14	\$1,212.76	\$1,455.12	\$3,607.02
Ship dues	909.10	1,539.17	2,868.94	5,317.21	1,528.98	1,086.12	1,115.83	3,680.43
Dues on measure briefs .....	.24	.48		.72	1.20			1.20
Consular fees								
Total	2,060.04	2,747.16	5,237.17	10,044.37	2,469.32	2,248.88	2,570.45	7,288.65

First two quarters 1901-1902 less than the first two quarters 1900-1901

\$2,709.25

Third quarter 1901-1902 less than the third quarter 1900-1901

2,755.72

Three quarters 1901-1902 less than the three quarters 1900-1901

5,464.97

Vessels entered and cleared at the custom-house of St. Thomas during the second quarter of the fiscal year 1901-1902, ending September 30, 1901.

Description.	Entered.							Cleared.						
	With cargo.			Cargo transhipped.	In ballast.	Total number.	Register capacity.	With cargo.			Cargo transhipped.	In ballast.	Total number.	Register capacity.
	Number.	Cargo landed here.						Number.	Cargo laden here.	Cargo imported per self.				
		Coal.	Other.											
		Tons.	Tons.	Tons.			Tons.		Tons.	Tons.	Tons.			Tons.
Boats	273				69	342	735	108				235	343	736
Sailing vessels, registered tons:														
4 to 50	52				35	87	1,989	54			83	30	84	1,806
50 to 100	8		67		7	15	832	18	199		38	2	15	832
100 to 200					1	1	162					1	1	162
200 to 300					1	1	252	1	252				1	252
300 to 400												1	1	375
Over 400					1	1	493					1	1	493
Regular steamers	46	7	1,542	1,039	26	72	110,957	37	130		761	36	73	110,326
Other steamers	4	14,077			1	5	7,052	3		2,900		4	7	10,518
Vessels in distress	1					1	468							
Total	384	14,084	1,609	1,039	141	525	122,940	216	581	2,900	882	310	526	125,499

Vessels entered and cleared at the custom-house of St. Thomas during the third quarter of the fiscal year 1901-1902.

	Entered.							Cleared.						
	With cargo.			Cargo transhipped.	In ballast.	Total number.	Register capacity.	With cargo.			Cargo transhipped.	In ballast.	Total number.	Register capacity.
	Number.	Cargo landed here.						Number.	Cargo laden here.					
		Coal.	Other.						Cargo imported per self.					
		Tons.	Tons.	Tons.			Tons.		Tons.	Tons.	Tons.			Tons.
Boats	277				67	344	735	81				267	348	748
Sailing vessels, registered tons:														
4 to 50.	61				35	96	2,054	57			67	36	93	1,885
50 to 100.	2		23		9	11	609	6	104		68	4	10	548
100 to 200.	1		299			1	299					1	1	299
200 to 300.														
300 to 400.	1				2	3	1,961					2	2	1,421
Over 400.					32	81	130,713	35	167		1,798	47	82	132,616
Regular steamers	49	8	3,107	5,131	1	6	9,097			1,000		5	6	7,714
Other steamers	5	16,152	1			1	142	1					1	468
Vessels in distress	1	241				1								
Total	397	16,401	3,430	5,131	146	543	145,601	181	271	1,000	1,933	362	543	145,649

DUTCH WEST INDIES.

I am compelled to report another year of great business depression, owing to the troubles in Venezuela and Colombia. It is useless to expect a return of prosperity here until peace is established in those countries.

CROPS.

Crops failed again last winter, on account of excessive rainfall in November and the lack of rain before and after that time. The crops

had nearly matured, when the rains ceased. Nearly half the rainfall of the year was in November—6.75 inches. For the five months of February, March, April, May, and June, 1901, only 0.75 of an inch fell. Since July of this year, the rain has been very evenly distributed—about 2 inches a month—and if it keeps up, there will be better crops this winter.

UNITED STATES TRADE.

An increasing quantity of American goods is consumed here. Already more than half is American. Within the year, white cottons, ribbons, belts, umbrellas, walking sticks, and plated ware have been introduced. All have given satisfaction, except possibly the umbrellas, which sell but slowly. I inclose a specimen of the American cotton and of the English product which it is displacing, marked "A" and "E," respectively.* It has been hard to introduce American white cottons here, but a beginning having been made, it is hoped that further orders will follow. New classes of American perfumes have been introduced, and there has been an increase in the use of American notions, fancy goods, and paints.

American coal practically monopolizes the market. One small cargo of Cardiff coal arrived last year, and none the year before. A new coal company began business this year, with a view to cheapen the product sufficiently to induce naval vessels to coal here. There had been considerable complaint of the prices charged by the company which previously handled the business. Mr. A. B. Smith, an American, is manager of the new company. Competition has been very sharp, almost ruinous, and American, Dutch, French, Italian, Venezuelan, and German men-of-war have been coaling here at a very low rate. American naval vessels always find an abundance of Pocahontas coal here at low rates. The Dutch navy has abandoned its coaling station, preferring to patronize this company.

TRANSPORTATION.

The steamboat service is slightly improved by the completion and putting into commission of the new steamer *Zulia* (named for the Venezuelan state of that name) by the Red "D" Line. A passenger boat of this line now leaves New York every Saturday, touching here both ways. Other steamship service remains substantially unchanged. There are upward of 300 steamship arrivals every year, and connections are such that one can go almost anywhere without unreasonable delay.

The United States Weather Bureau station here, in charge of Mr. T. F. Davis, has proved of substantial service, preventing the departure of sailing vessels when a hurricane was due or was passing between the Dutch West Indies and San Domingo. The kindness of the Habana office in advising Curacao of the approach of a storm, and of Mr. Davis in promptly informing the harbor master and all shipping, is much appreciated.

CURRENCY.

I have to report a change in the local currency, which went into effect August 1, 1901. The change purports to introduce a colonial

* Filed for reference in the Bureau of Foreign Commerce. Google

guilder at par with the Dutch guilder. All debts contracted in the old trade money were scaled down 6 per cent, payable in the new currency, and old paper money that remains is taken at 94 cents, not by the government, however. It has mostly been called in. Two new coins are provided, one of 25 and the other of 10 Dutch cents, equal to 10 and 4 cents American. They appear to contain little silver, and are not exportable. The Dutch guilder and the 2½-guilder piece are supposed to supply other needs. In practice, it is found that these are almost all bought up and sent to Holland as soon as paid out. Debts of two or three hundred dollars have to be paid in the small colonial coins. The Venezuelan silver, hitherto current, was rated down 20 per cent, and has mostly left the island. What little remains is generally taken in trade at 90 cents. For larger transactions, the following gold coins are made legal tender at the rates named: Spanish and Mexican ounce, each, 38.65 florins or guilders; American eagle, 24.50; English sovereign, 12; French, 20-franc piece, 9.50; Venezuelan 25-bolivar piece, 11.75. The American dollar, except the silver dollar, is received in trade at 98 cents, or, rather, 2.45 florins. The silver dollar is not taken.

Rents, wages, fees, groceries, and all the small expenses of family or business are paid guilders for guilder, as before. The laboring man receives his guilder a day, and pays as many cents for each item of his daily expenses. To Dutchmen of fixed incomes, the cost of living is 6 per cent and to Americans 8 per cent higher than before. A good deal of dissatisfaction exists, and many say that some modification of the system will be found necessary. As a change of governor came simultaneously with the change of currency, the solution of the question is the more complicated. Gold is said to be leaving the island by every steamer.

PARCELS POST NEEDED.

A parcels-post system between the United States and Curaçao would fill a long-felt want. There are many articles on the shelves of American merchants that are wanted here, and wanted badly, but freight and express rates are prohibitive. The extension by treaty of the international parcels post to the United States and this island would be a great convenience. The island has similar treaties with other countries. The United States would have the advantage in trade by reason of the greater shipping facilities.

TRADE.

It is practically impossible to procure a statement of the commerce of the island for the first six months of 1901. No statistics will be available before February next. It is safe to say, however, that there will be no change of any significance when compared with the returns of 1900.

I give below a statement of the imports for 1900.

Imports for the year 1900.

Aloes	\$7, 273. 60	Corn	\$9, 968. 40
Beer	4, 210. 40	Coffee	15, 035. 60
Brandy	9, 186. 40	Divi-divi	48, 140. 00
Cheese	7, 130. 20	Dry goods	34, 102. 20
Cigars and cigarettes	26, 820. 60	Gin	10, 940. 80
Coal	9, 734. 80	Goatskins	9, 442. 40

Imports for the year 1900—Continued.

Hides	\$216.00	Rum	\$24,241.80
Ice	1,030.00	Straw hats	900.00
Liquors	1,310.80	Sugars	40,329.60
Lumber	11,468.80	Sundries	179,974.80
Meal (wheat, rye, and corn) ..	110,642.00	Tobacco	22,958.40
Merchandise	312,321.20	Wine	5,750.00
Provisions	34,880.80	Wood dyes	22,547.20

ELIAS H. CHENEY, *Consul.*

CURAÇAO, *October 18, 1901.*

FRENCH WEST INDIES.

GUADELOUPE.

There was no general report from this consulate last year, owing to my absence on leave. The present report, however, very largely covers that period and brings matters down to January 1, 1901, with a statement of exports for six months of 1901.

Reference has before been made to the extreme difficulty encountered in procuring trade data. A small army of clerks is continually at work entering in huge books, in the most bewildering detail, all sorts of statistics, and résumés of these are from time to time published. But there is no uniformity either in the time of publication or in the matter printed. For example, detailed tables of the exports and imports (particularly of the latter) are no longer issued, but merely comprehensive tables. Nor can the information be obtained by application to the local government or to the chiefs of departments. The only way of getting it is to pay some employee in the department, and even then the work must be personally overlooked. The results do not usually justify the expenditure. The differences from year to year are small, after all, and depend largely upon the results of the sugar crop. In a minor degree, the coffee and cacao crops have also an influence. Statistics regarding all of these are, fortunately, accessible and fairly accurate.

TRADE.

The year 1899, representing the results of the sugar crop of 1898–99, shows a closer approximation to a balance between imports and exports than is usual in Guadeloupe. The excess of imports over exports was only \$38,447.34; it is usually nearly \$500,000. The exports for 1899 were \$839,788.93 more than in 1898. The imports for 1899 were \$572,586.24 more than in 1898.

The hurricane of August 7, 1899, did enormous damage, both directly and indirectly. The direct damage was not merely to the growing crops, but to buildings, tools, and animals. Very considerable quantities of personal property were also destroyed. All material for repair and restoration had to be brought in from abroad. It is not surprising, therefore, to find a huge increase in the imports for 1900. These amounted to \$4,124,045.55, or an advance over the previous year of \$563,089.21. Meanwhile, the indirect damage became evident. The sugar exported in 1899 was about 2,000,000 kilograms

(4,409,200 pounds) more than in 1898. It was hoped that the damage to the young growing cane might prove small, but the sugar export for 1900 fell off nearly 11,000,000 kilograms (24,090,571 pounds). There were 608,896 pounds less of coffee and 269,402 pounds less of cacao exported.

FINANCES.

An encouraging symptom is the acknowledgment of the serious financial situation of the colony. Doubtless this has been forced upon it by the decision of the home Government that the colony must henceforth bear all of its own expenses. An exaggerated estimate places the wealth of the colony at about 165,000,000 francs (\$31,854,000), which, estimating the population at 165,000, would make the per capita wealth 1,000 francs (\$193). The per capita debt is \$23.60.

The year 1899 was a hard year for the colony, but 1900 was still harder. The most significant evidences are found in the exports and imports. The exports were \$489,159.27 less than in 1899, and the excess of imports over exports was \$1,090,695.82.

The quantity of cane grown in 1900 was normal, but it gave not more than 8.5 per cent of sugar, instead of from 9.75 to 10 per cent, as usual. Very low prices ruled.

A number of sugar plantations are in serious financial difficulties, and one of the largest has practically gone under, with a debt of something like \$965,000.

Nineteen vessels under the American flag arrived in the colony during 1900. In the absence of what would seem to be a desirable regulation compelling masters of American vessels to file in the consulate copies of their manifests, with quantities and values of their cargoes fully set forth, it is impossible to give any detailed statement of what these vessels brought. They all left either empty or in ballast.

The consular representative of Italy is a merchant in business here. He was a sea captain and is well connected in Italy, and has been able to enormously increase the number of Italian vessels coming to this port. Rarely is the flag absent from the harbor. His most important work in this direction has been to secure for an Italian line of steamers the contract for carrying about one-quarter of the sugar crop to France. This contract has been held by the Clark & Service boats (English) for some twenty years. There is little doubt that next year fully four-fifths of the exports from Guadeloupe will be carried by Italian ships.

Reverting to the exports for 1900, it will be noticed in the tables accompanying this report that various goods, amounting in value to \$2,975.22, were returned to the country of origin, but not one dollar's worth of these were American articles. This speaks well for the quality of our goods.

The condition of the bank is said to be good. It is believed that the present policy of the home Government is to carry it through any difficulties.

AMERICAN EXCHANGE.

In November, 1900, I reported the establishment here of an American exchange which would strive to foster trade between Guadeloupe and the United States, particularly in the line of introducing American

goods. (Published in Consular Reports, No. 245, p. 172, Advance Sheets No. 914.) I regret to report that the attempt has met with but small success, nor is this regret tempered by the fact that the failure is entirely attributable to our own people. Not only were samples not forwarded, but even when plain and distinct orders or queries were sent by the exchange, no attention was paid to them. Thus, at the time I reported the establishment of the exchange, I also noted that a gasoline or naphtha automobile could be placed, which would probably mean that several others could be sold. I carefully explained that electric automobiles were not available here. The exchange at the same time wrote to firms advertising automobiles of all varieties of motive power, and especially excepted electric motors. Both the exchange and this consulate were flooded with catalogues of electric automobiles, and letters were sent in one or two cases offering small electric plants to be sold in connection with the automobile. The order went to France. A considerable quantity of light iron rails and of architectural iron was wanted. The exchange was asked to quote prices. It wrote to some large manufacturers, giving full details, weights, etc., and asked for prices. Instead of sending these prices, the answers asked how many thousand tons the exchange would guarantee to handle annually. That order also went to France. Rope and cordage were asked for. The exchange secured samples of each kind wanted, mounted these on cards, went into very full details as to weights, quantities, etc., and sent them to the United States, asking for return cards of samples to match those sent, with prices, etc. It received in reply a reference to a catalogue in English, which gave not one of the items of information asked for. That order also went to France. I could multiply such instances indefinitely. It is a matter of much surprise to me that practical Americans should persist in throwing money away for expensive catalogues, postage, etc., in spite of warnings of consuls as to the uselessness of it all, and, on the other hand, should balk at spending a few dollars in advertising and pushing their wares in ways which consuls assure them will bring business.

Our machinery has acquired a firm foothold, largely due to personal work in translating catalogues, letters, and circulars and urging trials. After a few machines arrived, the work became more easy, but I continue to receive complaints of the unwillingness of Americans to give other information than that contained in catalogues in the English language.

A project for lighting the city of Pointe à Pitre is under consideration. I have secured very full and careful estimates from a large American house, and shall try hard to have the order placed in the United States.

METEOROLOGICAL.

A meteorological station has been established at Basse Terre under the charge of a Mons. C. Duprat. The observations of temperature, wind direction and force, barometer, cloudiness, humidity, and rainfall are published weekly. He desires to enter into correspondence with other meteorological stations.

Agricultural products.

Articles.	1898.		1899.		1899, gain (+) or loss (-).
	Kilograms.	Pounds.	Kilograms.	Pounds.	
Sugar:					<i>Pounds.</i>
Refined.....	44,179,550	97,392,236	45,672,827	100,690,314	+3,292,078
Raw.....	660,000	1,455,086	799,500	1,762,578	+ 307,542
Coffee.....	1,168,355	2,575,755	1,064,165	2,346,068	- 229,697
Cacao.....	729,200	1,607,594	551,765	1,216,421	- 391,173
Cotton.....	35,500	78,263	45,140	99,516	+ 21,253
Vanilla ^a	21,668	47,769	30,053	66,355	+ 18,486
Tobacco.....	15,280	33,687	3,483	7,679	- 26,008
Logwood.....	2,430,000	5,357,178	3,377,150	7,445,265	+2,068,087
Arrowroot.....	2,060	4,541	2,100	4,630	+ 89
Annotto.....	147,250	324,628	173,400	382,378	+ 57,650
Vegetables ^b	4,184,200	9,224,487	7,448,496	16,420,332	+7,196,445
	<i>Liters.</i>	<i>Gallons.</i>	<i>Liters.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Rum.....	2,065,116	545,542	6,103,796	1,612,440	+1,066,898
Molasses.....	8,247,665	2,178,786	5,939,432	1,569,020	- 609,766

^a With vanilla are included nutmegs and other small spices.^b With vegetables are included manioc, bananas, etc.

The period ends June 30 each year.

Areas under cultivation 1898 and 1899.

Crop.	1898.		1899.		1899.	
	Hectares.	Acres.	Hectares.	Acres.	Gain.	Loss.
					<i>Acres.</i>	<i>Acres.</i>
Sugar	22,858	56,432	24,160	59,699	3,267	.....
Coffee.....	3,605	8,808	5,266	13,012	4,204	.....
Cacao.....	2,274	5,619	2,591	7,292	1,673	.....
Cotton.....	485	1,193	991	2,449	1,256	.....
Vanilla ^a	48	119	50	124	5	.....
Manioc.....	5,875	14,467	6,974	17,233	2,766	.....
Tobacco.....	17	42	20	50	8	.....
Pineapples.....	369	887	178	440	.....	447
Annotto.....	298	736	151	373	.....	363
Logwood.....	2,662	6,563	2,728	6,741	188	.....
Arrowroot.....	15	37	2	5	.....	32
Vegetables.....	10,365	25,612	10,614	26,227	615	.....
Total	48,861	120,505	54,085	133,645	13,982	842
Net gain					13,140	.....

^a With vanilla are included nutmegs and other small spices.*Number of animals, January 1, 1900.*

Horses.....	8,514	Sheep.....	9,989
Asses.....	4,164	Goats.....	14,242
Mules.....	4,873	Hogs.....	28,586
Beef cattle.....	11,268		
Cows.....	10,400	Total	92,036

General agricultural situation, January 1, 1900.

Crop.	Area.		Plantations.	Persons employed.
	Hectares.	Acres.		
Sugar	24,160	59,699	706	27,991
Coffee.....	5,266	13,012	1,173	6,167
Cacao.....	2,961	7,292	517	2,946
Cotton.....	991	2,449	508	906
Vanilla ^a	50	124	255	.....
Manioc.....	6,974	17,233	.....	.....
Tobacco.....	20	50	15	106
Pineapples.....	178	440	34	121
Annotto.....	151	373	12	280
Logwood.....	2,728	6,741	278	.....
Arrowroot.....	2	5	.....	819
Vegetables.....	10,640	26,227	8,480	32,647

^a With vanilla are included nutmegs and other small spices.

Estimated values.

	France.	Dollars.
Land.....	70,309,860	13,569,801.05
Buildings and tools.....	80,000,000	15,440,000.00
Draft animals and cattle.....	14,261,700	2,752,508.10
Total.....	164,571,560	31,762,309.15

Estimated population.....	165,000
Wealth per head (approximately).....	\$193.00
Debt per head.....	\$23.60
Percentage of debt (average) to average wealth.....	12.23

Exports, colonial products.

1900.

Articles.	France and colonies.		Foreign.	
	Kilograms.	Pounds.	Kilograms.	Pounds.
Sugar.....	23,341,759	40,436,242	342	734
Coffee.....	515,737	1,136,994	66	146
Cacao.....	293,948	648,038		
Cotton.....	78	162		
Annotto.....	63,709	140,453		
Logwood.....	593,018	1,307,368		
Vanilla.....	2,449	5,399	6,017	13,265
Pineapples.....	103,612	228,423		
	<i>Liters.</i>	<i>Gallons.</i>	<i>Liters.</i>	<i>Gallons.</i>
Rum.....	2,298,239	607,125	5,671	1,498
Molasses *.....	2,406,982	636,368		

1899.

Articles.	France and colonies.		Foreign.	
	Kilograms.	Pounds.	Kilograms.	Pounds.
Sugar.....	39,269,080	64,526,813	374	825
Coffee.....	791,926	1,745,890		
Cacao.....	416,148	917,440		
Cotton.....	80	66		
Annotto.....	172,852	381,070		
Logwood.....	346,630	763,960		
Vanilla.....	17,367	38,331	6,867	15,133
Pineapples.....	92,975	204,973		
	<i>Liters.</i>	<i>Gallons.</i>	<i>Liters.</i>	<i>Gallons.</i>
Rum.....	3,412,947	901,698	1,161	307
Molasses *.....	3,607,609	958,022		

1900.

Articles.	Loss.		Gain.	
	France and colonies.	Foreign.	France and colonies.	Foreign.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Sugar.....	24,090,571	91		
Coffee.....	608,896			146
Cacao.....	269,402			
Cotton.....			96	
Annotto.....	240,617			
Logwood.....			543,408	
Vanilla.....	32,932	1,918		
Pineapples.....			23,450	
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Rum.....	294,472			1,191
Molasses *.....	416,654			

* Molasses all exported to Martinique.

Exports of colonial products from January 1 to June 30, 1901.

Articles.	France.		French colonies.		Foreign.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
Sugar:						
Refined	34,614,223	76,810,516	12,272	27,055	1,101	2,427
Raw			7,540	16,623		
Total sugar	34,614,223	76,810,516	19,812	43,678	1,101	2,427
Coffee	425,940	939,027	16,404	36,164		
Cacao	222,754	491,084	32	71		
Anatto	49,396	108,142				
Logwood	514,000	1,133,164				
Vanilla	986	2,174	351	774	900	1,984
Pineapples	103,735	228,694				
	<i>Liters.</i>	<i>Gallons.</i>	<i>Liters.</i>	<i>Gallons.</i>	<i>Liters.</i>	<i>Gallons.</i>
Molasses			771,859	203,902		
Rum	2,814,198	611,078	57,282	15,132	867	229

Articles.	Total.		Same period, 1900.	
	Kilograms.	Pounds.	Gain in 1901.	Loss in 1901.
			Pounds.	Pounds.
Sugar:				
Refined	34,627,596	76,339,998	17,861,387	
Raw	7,540	16,623	16,623	
Total sugar	34,635,136	76,356,621	17,878,010	
Coffee	442,344	975,191	358,221	
Cacao	222,786	491,155	118,142	
Anatto	49,396	108,142	87,800	
Logwood	514,000	1,133,164	967,621	
Vanilla	2,287	4,984		13,331
Pineapples	103,735	228,694	228,694	
	<i>Liters.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Molasses	771,859	203,902		223,559
Rum	2,872,347	626,439	296,975	

Imports, 1900.

Nationality of vessels and country of origin.	Num-ber.	Ton-nage.	Origin of mer-chandise.	Value.	
				Francs.	Dollars.
French:					
From France	62	68,382	{ France	7,717,987	1,489,561.84
			{ Foreign	898,882	173,484.23
From colonies and fisheries	176	50,728	{ France	885,841	169,967.81
			{ Foreign	17,354	8,349.32
From all other countries	27	3,621	do	836,397	64,731.62
Total French	265	122,731		9,855,411	1,901,094.32
Foreign:					
From France	15	6,299	{ France	2,376,470	458,658.72
			{ Foreign	63,334	12,223.46
From colonies	3	2,454	do	622	120.05
From the United States	71	71,432	do	6,149,014	1,186,759.70
From all other countries	100	86,767	do	2,928,442	565,189.30
Total foreign	189	166,952		11,517,882	2,222,951.28
Grand total, 1900	454	289,683		21,373,293	4,124,045.55
Grand total, 1899	438	221,303		18,450,551	3,560,956.34
Gain over 1899	16	68,380		2,922,742	563,089.21

*Of these 71 vessels, 19 were under the American flag. Their tonnage was, net, 7,433.

Exports, 1900.

Nationality of vessels and destination.	Number.	Tonnage.	Destination of merchandise.	Value.	
				Francs.	Dollars.
French:					
To France	48	62,856	{ Colony	4,411,071	861,336.70
			{ France	941,801	181,671.09
			{ Foreign	100	19.30
To colonies and fisheries	187	30,569	{ Colony	697,064	124,533.35
			{ France	71,358	13,722.09
			{ Foreign	43,523	8,400.50
To all other countries	20	9,692	{ Colony	1,281	247.23
			{ France	1,508	251.04
			{ Foreign	15,212	2,985.92
Total French	255	103,107		6,182,423	1,193,117.62
Foreign:					
To France	44	19,100	{ Colony	9,419,143	1,817,984.60
			{ France	11,376	2,196.33
To colonies	8	12,869	{ In ballast		
To the United States	* 31	29,949	{ Colony	75,073	14,489.09
			{ France	17,666	3,409.54
			{ Colony	3,929	753.30
To all other countries	82	74,325	{ France	7,115	1,373.20
			{ Foreign	114	22.00
Total foreign	165	136,233		9,534,415	1,840,232.11
Grand total, 1900	420	239,340		15,716,838	3,033,349.73
Grand total, 1899	419	187,911		13,261,342	2,522,509.00
Gain over 1899	1	51,429			
Loss from 1899				2,534,504	469,159.27

* Of these 31 vessels, 19, with a net tonnage of 7,433, were under the American flag. None carried any cargo. All left in ballast.

*Commercial summary for 1900.**

	Francs.	Dollars.
Imports:		
France	10,980,248	2,118,187.86
Foreign	10,893,045	2,005,857.69
Total imports	21,873,293	4,124,045.55
Exports:		
Colony	14,607,561	2,819,259.27
French	1,050,323	202,712.34
Foreign	58,954	11,373.12
Total exports	15,716,838	3,033,349.73
Excess of imports	5,656,455	1,090,696.82

* Calendar year.

Vessels arriving and departing.

Nationality.	Number.	Tonnage.
French	520	225,838
United States (vessels flying American flag)	33	14,866
Other countries	316	268,319
Total	874	529,023

NATURE OF IMPORTS.

From the United States: Flour and foods, lumber, shooks.

From England: Coal, cotton goods, galvanized iron.

From India: Rice.

From Porto Rico: Beef and draft cattle.

From Newfoundland: Codfish, from French fisheries.

From France: Everything else.

LOUIS H. AYMÉ, *Consul*.

GUADELOUPE, *July 17, 1901.*

THE ECONOMIC SITUATION OF GUADELOUPE.

Under date of June 15, 1901, Consul Aymé sends translation of a report on the economic situation of Guadeloupe, from which the following extracts are taken:

The most important question brought before the general council of the colony in 1900 was the problem of the total incorporation in the budget of the subvention—840,000 francs (\$162,120)—given by the State. The colonial budget in 1887 was about 22,000,000 francs (\$4,246,000); to-day it is more than 112,000,000 francs (\$21,616,000). The following table shows the condition of the reserve fund:

	Francs.
1885.....	781,896 = \$150,806
1894.....	282,064 = 54,439
1900.....	172 = 33

The total debt of the colony amounts to upward of 9,500,000 francs (\$1,833,500).

The contributory ability of the colony is overtaxed and the financial situation has grown worse from year to year. To meet expenditures, loans have been made as follows:

	Francs.
1892.....	3,000,000 = \$579,000
1897.....	1,000,000 = 193,000
1899.....	1,200,000 = 231,000

In addition, it should be noted that Guadeloupe has thirty-four communes to govern, whose debts reached, in 1900, 1,898,634 francs (\$366,436), with an annual interest charge of 213,746 francs (\$41,253). The expenses for public instruction reach nearly 1,000,000 francs (\$193,000); the customs service has largely increased, figuring in the obligatory expenses for 355,609 francs (\$68,633); in fact, the equipment of every branch of the government has been increased to meet new conditions. It is clear that a serious diminution of expenses is demanded in order to balance the actual budget, even with the full aid of the subvention. The importance of the commerce of Guadeloupe with the mother country is shown from the statistics of the colonial office. Of the goods sold to the colonies during the ten years 1888-1897, 34 per cent were for Guadeloupe and Martinique, and 64 per cent for Indo-China, Madagascar, and Western Africa. The protecting State is supposed to pay at least the necessary expenses for the defense of its colonies. It is painful to note the abandonment in which France leaves its largest colony in the Antilles. No new work has replaced the old fortifications, which are in ruins, while out of a total of 4,025 men destined for the colonies, the quota of soldiers assigned to Guadeloupe was 148 men.

Had Guadeloupe been aided in the same measure as was Algeria when peace was established there, or as Indo-China and Madagascar are actually to-day, her agriculture might be more prosperous and her exports greater. The real value of a colony is not measured by its area alone. In spite of more than three centuries of colonization, our economic development is far from being reached; the interior of the island, only twelve days' journey from the metropolis, contains land of unexampled fertility, which, for lack of good roads, is yet unexplored and untilled. If France had helped to install a system of roads and railroads, colonists would have been attracted here. It is argued that a colony which has existed for several centuries has had time enough for the development of its resources and should be self-supporting. Autonomy can be realized only where the territory is sufficiently extensive, rich, and populous, to make a true state, as Canada, Australia, and Cape Colony. No comparison can be

drawn between these enormous lands, with their varied products, large capital, and highly developed manufactures, and our tiny islands.

The withdrawal of the subvention must result in an increase of taxes or the complete disorganization of even the most essential branches of service. The impoverishment of the colony is the result of various causes, chief of which is the depreciation in the price of sugar, which constitutes the principal product of the island. The first fall in price in 1884 found our agriculture in an unfavorable situation, our planters more or less in debt, and the industry unproductive. No real equivalence can exist between the cultivation of the sugar beet and sugar cane. In the case of the sugar beet, the labor of cultivation is less expensive and limited to a few months of the year. The planter of sugar cane in the Tropics has a constant struggle to carry on against parasites of all kinds. He must import from a distance and many months in advance the materials (coal, oil, lubricators, hogsheads, bags, and machinery) used in the manufacture; buildings and materials are subject to rapid deterioration from a destructive climate, and the sale of his products is effected only after a considerable delay.

The home sugar industry is not exposed to all of these losses, and the premium on manufacture is paid as soon as the product leaves the factory. The enormous increase in the production of beet sugar proves that it is profitable. On the other hand, the production of cane sugar has decreased, except in countries like Java and Cuba, where the low price of labor or the exceptional fertility of the soil have permitted a considerable diminution of the cost of production. Up to 1888, the amount of cane sugar produced exceeded that of beet sugar. The statistics of the last three years show that 60 per cent of the sugar produced is beet. The French law of 1884, according to equal treatment, and later, the law of 1886, which decided that the premium of manufacture granted to the colonies should be equal to the average of the excess of production over the legal normal attained by the home factories during their last preceding season, did not save the situation. The result of the law of 1884 and of the new bounties voted by Germany and Austria was overproduction, and the consequent lowering of the price of sugar. French factories possessing either large resources or credit were able to rapidly change their machinery, and to utilize the roots richest in sugar. In 1885, there were only 204 sugar factories having diffusion plants in France; in 1890 there were 359. The average yield of sugar per ton of beets, which before was but 121 pounds, by the new process exceeds 221 pounds. The diffusion process offers no appreciable advantages to the manufacturer of sugar in Guadeloupe, on account of difficulties in the way of applying it. Sugar cane is harder to exhaust; besides, the manufacturers have not the capital necessary to change the whole plant and installation of a sugar factory, and the rate of interest on mortgage loans is so high that any agricultural enterprise negotiating such a loan is destined to certain ruin. Thus, while France brought its production from 473,000 metric tons up to 747,000 metric tons in 1895, the colonies were hardly able to maintain their export figures on the old basis.

Not to increase exportation with a falling price means continued and progressive impoverishment. Take, for example, the figures from the reports of the sugar company of Pointe à Pitre, whose production for the period from 1885-1894 represents about one-quarter of the total production of Guadeloupe. The loss in receipts for this factory was \$1.18 per metric ton of cane, or an annual loss of \$117,099 as compared with the preceding period; the loss for the whole colony was not less than \$482,500. In 1894-95, there was a further depreciation in the price of sugar, due to overproduction. Up to that time, Guadeloupe had been able to keep its exportation normal, thanks to the bounty for manufacture which partially made up for the loss in price. The new law of 1897 granted a distance rebate, yet the figures of exportation have fallen from 43,494.1 metric tons to 36,359.8 metric tons for the last six years. The price has undergone a depreciation in still greater proportion, inflicting a loss of nearly 4,000,000 francs (\$772,000) on the whole colony. Added to the first loss it is seen that Guadeloupe receives from the sale of its chief product 6,500,000 francs (\$1,254,500) less annually—an enormous proportion, considering that the total exportation of the colony has always been less than 25,000,000 (\$4,825,000).

This loss has not been reduced by the increased annual value of coffee and cacao exports which, at the most, amount in round numbers to 400,000 francs (\$77,200). In this view of the situation, it is manifestly impossible to further tax an agriculture whose principal product is in so desperate a condition. The tariff legislation has so far resulted in notably increasing the cost of living in Guadeloupe. The object sought is to prevent the colonies from purchasing their supplies elsewhere than in the metropolitan markets. Not only should the colonies consume French products, but they should only export raw materials to France, or at best only such manufactured products as are not made in France. By this principle colonial sugar, far from realizing the conditions of absolute equality assured to it by the law of 1884, may be

either driven out of the French market or be very heavily taxed. Still other causes of the impoverishment of the colony are found in the series of calamities which in recent years have befallen it—earthquakes, conflagration, cyclone, and drought. The statement of losses from these causes in the last four years, as fixed by the official commissions, were: Earthquake of April 29, 1897, \$1,177,300; fire at Pointe à Pitre, April 18, 1899, \$373,308; cyclone, August 7, 1899, \$3,208,063, making a total loss of \$4,758,671. The assistance granted for the cyclone was \$57,900, utterly insufficient, considering the widespread character of the disaster. That the estimate of these losses is in no way exaggerated is shown by comparing the figures of the exportation for 1900 with the average for the four preceding years.

There was a total diminution of the exports of sugar, coffee, and cacao of \$949,076. No account is taken of exchange in this calculation made on the basis of the net market price. The new plantations of coffee, cacao, and vanilla suffered particularly. The drought was most severe during the crop of 1894; the sugar yield was 30,570.3 metric tons less than in the year before. It is undeniable that the rainfall in Guadeloupe appears to be undergoing a modification, whether the cause may be attributed to the reckless cutting down of the forests or not. In view of the actual situation in Guadeloupe, viz, the impossibility of increasing the taxes either upon the consumer or the producer, the committee on administrative reforms close their report with the following resolutions:

(1) That the home government shall make an investigation in such manner and under such conditions as it shall deem best, to determine the extremely difficult position of the sugar industry and of the colony in general, a position and condition needing special measures of relief, which are left to the judgment of the government.

(2) That the subvention inscribed in the state budget shall be maintained and even temporarily increased, in order to permit the colony to traverse this critical period.

(3) That radical reforms shall be made in our financial organization with a view of reducing our budgetary expenses, which are out of all proportion to the diminished resources of the colony and constitute a permanent menace to agriculture.

(4) That in compensation for the burdensome customs tariff we are compelled to suffer, absolutely free entry shall be granted our secondary cultures and products into France.

World's sugar crops.

[Figures for 1882-1894 furnished by Rueb & Co.; subsequent figures by M. C. Czarnikow, of London.]

Year.	Beet sugar.	Cane sugar.	Totals.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1882.....	1,733,200	2,016,084	3,799,284
1883.....	2,146,584	2,104,072	4,250,656
1884.....	2,860,314	2,647,331	4,907,645
1885.....	2,645,889	2,632,647	5,138,536
1886.....	2,137,351	2,702,350	4,840,201
1887.....	2,728,810	2,805,735	5,534,545
1888.....	2,451,950	2,795,305	5,247,755
1889.....	2,735,844	2,572,461	5,358,305
1890.....	3,670,782	2,697,823	6,368,605
1891.....	3,695,538	2,984,401	6,680,469
1892.....	3,450,741	3,165,286	6,616,030
1893.....	3,399,583	2,959,731	6,359,314
1894.....	3,840,256	3,437,774	7,278,030
1895.....	4,792,000	3,139,000	7,931,000
1896.....	4,825,000	2,605,000	6,890,000
1897.....	4,950,000	2,524,000	7,474,000

Production and consumption of sugar grown on the Continent.

Year.	Production.	Consumption.	Excess of production.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
1884.....	1,042,775,800	540,127,000	502,648,800
1885.....	648,152,400	410,055,600	238,096,800
1886.....	628,311,000	692,244,400	63,933,400
1887.....	1,027,343,600	716,495,000	310,848,600
1888.....	826,725,000	649,334,000	187,391,000
1889.....	968,351,600	672,403,000	310,848,600
1890.....	1,662,268,400	822,315,800	889,952,600
1891.....	1,452,831,400	800,269,800	652,561,600
1892.....	1,358,038,600	811,292,800	546,740,800
1893.....	1,221,348,400	727,518,000	493,830,400
1894.....	1,208,120,800	756,177,800	451,943,000
1895.....	1,646,836,200	787,042,200	1,080,254,000

Debts of the colony.

	Francs.	Equivalent.
1. Loan of 3,000,000 francs to the Caisse des dépôts et consignations (decree of Sept. 25, 1862), payable in 25 annuities of 190,989.26 francs (\$36,851.28), capital and interest	4,778,481.50	\$921,079.93
Less 8 annual payments made	1,527,514.08	294,810.32
	3,245,967.42	626,268.61
2. Loan granted by the metropolis (law of July 15, 1897) in aid of damage from earthquake, payable in annuities of 100,000 francs (\$19,800), beginning in 1908	1,000,000.00	198,000.00
3. Loan of 1,200,000 francs (\$231,000) from the Crédit Algérien (decree of Mar. 29, 1899), payable in 25 annuities of 75,200 francs (\$14,513.60)	1,880,000.00	362,440.00
Less payments made	112,800.00	21,790.40
	1,767,200.00	340,649.60
4. Balance of price of part of Ilet à Cosson (decree of governor, Aug. 5, 1894)	15,000.00	2,895.00
Balance of price of barracks for the gendarmes at Petit Bourg	19,200.00	3,706.60
5. The debt claimed by the Crédit Foncier as due Dec. 31, 1898	1,818,728.00	351,014.50
The administration has secured from the manager a reduction (subject to approval of the main office)	247,116.00	47,521.11
	1,571,612.00	308,493.49
Total debts	7,618,979.42	1,470,012.30

Reserve fund balances.

	Francs.	Equivalent.
1. Dec. 31, 1894.		
Balance on hand Jan. 1, 1894	196,655.21	\$37,954.46
Receipts during 1894	198,849.23	38,377.90
Total	395,504.53	76,332.36
Less disbursements made in 1894	113,440.53	21,893.62
Balance, Dec. 31, 1894	282,064.00	54,438.74
2. Dec. 31, 1900.		
Balance on hand Jan. 1, 1900	46,625.12	8,996.65
Revenue surplus turned in from budget of 1899, June, 1900	53,852.13	10,393.46
	100,477.25	19,392.11
Deduct:		
(a) Amount of a disbursement authorized Dec. 29, to assist the communes to repair buildings damaged by the cyclone of Aug. 7, 1899	23,000.00	4,439.00
(b) Amount of a disbursement authorized June 14, 1900, to cover expenses incurred under the budget of 1899 for the repair of the salines of St. Bartholomew	23,452.69	4,526.37
(c) Amount of a disbursement authorized Aug. 28, 1900, to cover special expenditures of the budget of 1899	53,852.13	10,393.46
	100,304.82	19,358.83
Balance, Dec. 31, 1900	172.43	33.28

New expenses imposed on local budget.

	Francs.	Equivalent.
Colonial government	30,000.00	\$5,790.00
Treasury service	40,445.00	7,805.89
Judiciary	311,259.00	59,072.99
Religion ("Cultes")	143,400.00	27,676.20
Gendarmerie	558,621.00	107,813.85
Miscellaneous	49,000.00	9,457.00
Total	1,132,725.00	217,615.98
Less amounts not required from local budget:		
Colonial contribution in place of retention of 3 per cent. and colonial contribution to civil, military, and State expenses	152,020.00	29,339.88
Net amount to be added to the budget annually	980,705.00	188,276.05

Exports.

	Kilograms.	Pounds.	Value.	
SUGAR.				
Average exports from 1896 to 1899, at 35 francs net (\$6.773) per 100 kilos (200.46 pounds)	39,925,432	88,019,607		
Exports for 1900.....	28,342,101	62,481,995		
Decrease for 1900.....	11,583,331	25,537,612		
Received less in 1900.....			France. 4,169,999.00	\$804,809.80
COFFEE.				
Average exports from 1896 to 1899, at 2.5 francs net (\$0.483) per kilo (2.2046 pounds)	710,365	1,566,049		
Exports for 1900.....	615,800	1,137,133		
Decrease for 1900.....	194,555	428,916		
Received less in 1900.....			486,387.00	93,872.70
CACAO.				
Average exports from 1896 to 1899, at 1.8 francs net (\$0.347) per kilo (2.2046 pounds)	439,013	967,848		
Exports for 1900.....	293,948	648,038		
Decrease for 1900.....	145,065	319,810		
Received less in 1900.....			261,117.00	50,395.58
Decrease in receipts in 1900 for the three commodities.....			4,917,503.00	949,078.08

Sugar companies.

Crop year.	Loss.		Gain.		Premium on drafts.	
<i>Marseilles Colonial Sugar Co.</i>						
	Francs.		Francs.		Francs.	
1896	530,561.91	\$102,398.45	56,698.16	\$10,941.78	17,000.00	\$3,281.00
1897	107,660.40	20,789.46			124,385.32	24,006.37
1898			209,914.03	40,513.41	207,081.04	39,956.99
1899			186,873.14	36,066.50	238,873.14	46,102.50
1900			9,872.18	1,906.31	116,400.96	22,465.23
Total	638,222.31	123,187.91	463,352.51	89,427.00	703,690.46	135,812.09
<i>Sugar Co. of Port Louis.</i>						
1896	975,822.72	188,333.66				
1897	862,126.03	69,890.32				
1898	89,699.99	17,312.10			342,127.06	66,030.53
1899			63,397.57	12,235.73	393,771.58	75,966.34
1900			169,897.62	32,790.24	304,038.74	58,683.40
Total	696,378.03	134,300.96	233,295.19	45,025.97	1,168,965.66	224,035.57

Sugar companies—Continued.

Crop year.	Loss.		Gain.		Premium on drafts.	
<i>Sugar Co. of Pointe a Pitre.</i>	<i>Francs.</i>		<i>Francs.</i>		<i>Francs.</i>	
1894.....	287,745.61	\$55,583.89				
1895.....	723,527.27	189,664.86				
1896.....			5,559.01	\$1,072.89		
1897.....			76,829.87	14,827.97	500,142.82	\$108,097.17
1898.....			552,902.90	106,690.96	641,094.86	123,731.31
1899.....			627,139.88	121,068.00	529,172.31	102,130.26
Total.....	1,011,342.88	195,188.75	1,262,331.16	243,629.82	1,730,409.49	\$33,959.04

RESUMÉ FOR THE THREE COMPANIES.

	Net loss.	
	<i>Francs.</i>	
Sugar Co. of Port Louis.....	1,890,731.88	\$364,811.06
Marseille Colonial Sugar Co.....	174,869.80	33,760.91
Total.....	2,065,601.88	398,571.97
Deduct the net gain of the Sugar Co. of Pointe a Pitre.....	250,988.88	48,441.07
Net balance of loss.....	1,814,613.10	350,130.90

PREMIUM ON DRAFTS.

	Value.	
	<i>Francs.</i>	
Sugar Co. of Pointe a Pitre, from 1896 to 1899.....	1,730,409.49	\$333,959.04
Sugar Co. of Port Louis, from 1897 to 1900.....	1,168,965.66	224,035.57
Marseille Colonial Sugar Co., from 1896 to 1900.....	703,690.46	135,812.09
Total.....	3,603,065.61	693,806.70

Operations of the Usine d'Arboussier.

Period.	Average quantity of cane worked per annum.		Average yield of sugar per annum.		Per cent of yield.	Net value received.		Net value per 1,000 kilos.	
	<i>Kilos.</i>	<i>Pounds.</i>	<i>Kilos.</i>	<i>Pounds.</i>	<i>Per cent.</i>	<i>Francs.</i>		<i>Francs.</i>	
1876 to 1893 (eight years).	83,913,166	184,994,966	7,294,680	16,081,862	8.6	4,455,789	\$859,967.28	53.10	\$10.25
1884 to 1893 (ten years).	99,301,365	218,919,788	9,352,150	20,617,750	9.4	4,394,616	848,160.89	46.99	9.07
1894 to 1899 (six years).	83,402,325	183,788,666	7,813,524	17,225,695	9.3	2,848,437	549,748.34	37.75	7.29

From 1884 to 1893 the loss in receipts per 1,000 kilograms of cane is 6.11 francs (\$1.18) as compared with the previous period; or, for 99,301,365 kilograms of cane an annual loss of 606,731.34 francs (\$117,059.03).

From 1894 to 1899 the loss in receipts per 1,000 kilograms of cane is 9.78 francs (\$1.78) as compared with the previous period; or, for 83,402,325 kilograms of cane an annual loss of 770,637.48 francs (\$148,632.94).

COST OF LIVING IN GUADELOUPE.

FRENCH VERSUS OTHER WEST INDIA ISLANDS.

The cost of living in Guadeloupe is high. It is outside the purpose of this report to examine into the causes of this; it merely records the facts. At the same time, it should be said that what is true of Guadeloupe and, by implication, of the sister French colony of Martinique,

is not necessarily nor even probably true of the other West India Islands. As a matter of fact, the cost of living in every other island, from St. Thomas to Trinidad, may be set down at from one-half to one-third of the amount herein shown. These French islands, then, form an exception to the general rule. For that very reason the information becomes of value. Speaking the same language, having the same ideas of progress, comfort, civilization, and advertising as ourselves, the obstacles encountered by the American who comes to make a more or less prolonged stay in any of the other islands are minor and readily overcome. In these islands of France, special conditions, special basic theories, special legislation, special sociological phenomena result in conditions both unexpected and unpleasant to the newcomer. For the two classes of Americans who visit here, the tourists and business men, this report should be of direct interest, and of indirect interest to all who desire to know the conditions which prevail in the French West Indies. The report, it should be added, deals with the city of Pointe à Pitre chiefly.

RENT.

House rent, all things considered, is high. There are few, if any, houses that can be rented as residences merely.

Up to about 1840, Pointe à Pitre was built chiefly of stone or masonry. In 1843, an earthquake laid the whole city in ruins. It was rebuilt entirely of wood. It is said to have been a beautiful place in its new dress, but a frightful hurricane made matchwood of the new houses. For the double motive of economy and supposed safety, the slowly rebuilt city, such as it is to-day, consists of houses of flimsy construction, generally of one story, and for the more pretentious, of two (rarely three), the lower story of masonry, the upper of wood.

Universally, the ground story is rented out for shops. The only exceptions are private residences (not above twoscore all told) built by rich men. The upper stories are occupied as residences. Such a residence contains perhaps six rooms and a kitchen extension. Rarely, there is a bit of ground that goes with the house. The rent varies from \$25 to \$55 a month, payable quarterly in advance. Except in the case of public functionaries, a quarter's notice or a quarter's rent must be paid to vacate. They are barn-like affairs. The floors are of ill-matched boards (there is no tongue-and-groove flooring in the colony); there are no window sashes, for earthquakes and hurricanes would soon smash every pane of glass; in fact, none of the conveniences or comforts of our northern homes are to be seen.

FURNITURE.

According to the tariff laws, an immigrant is entitled to bring in his furniture free, but occasionally duties are charged. By law, everything in that line should come in free, but the Guadeloupe custom-house is a law unto itself. Furniture is difficult to obtain and excessively high in price. A dining room table will cost \$40; an ordinary bedstead, \$15; a cotton mattress, \$15, and so on down the list. Similar articles would be high at one-third the price in the United States.

SERVANTS.

The servants are negroes, and chiefly females. They receive from \$3 to \$6 a month wages. That certainly sounds cheap. But they get, in addition, from 10 to 20 cents each per diem "for their bread;" that is the usual term. Actually, they do not buy the bread, but pocket the money. The "bread" allowance more than doubles their pay. They also claim, as a perquisite, the food remaining on the table after each meal.

Long-established custom has it that only the servants can do the marketing. It is questionable whether the market people would allow the master or mistress of an establishment to do their own buying. They certainly would not if he or she were a foreigner. It is also a long-established custom that the purchasing servant shall make a small percentage on the daily expenditure. How large or small this percentage shall be is a matter of individual conscience with each servant. The cook employed by me during my first two years here I thought most exemplary and honest. When she left for Cayenne, I discovered, by the more modest levy of my new cook, that she had been making at least \$250 a year more than servant ethics have set as the limit. Anything that leaves the table never comes back. The servants claim it as their perquisite. Each has from four to a dozen people who daily appear about mealtime, eat what they want, and carry the rest away.

CLOTHING.

The foreigner, and even the native, buys most of his clothing in France. From a multiplicity of causes—poverty of the island, high duties, etc.—only the cheapest goods are offered for sale in the shops, and these are excessively high priced. Ordinary calico prints cost 18 cents a yard. Similar goods would be dear in the United States at 6 cents. A coat and trousers of white cotton cloth, duck, costs from \$12 to \$16. Fine shirts, fine silks or other dress goods, good underwear for men or women, good shoes, etc., are not to be had. They must be ordered from abroad.

FOOD.

In the matter of food, the cost of living in Guadeloupe is excessively high. There are no stoves, and food is cooked over an open charcoal fire, in a small iron pot set in a masonry bench. Following is a list of the food articles. In nearly every case I give the usual market price in United States currency for the sake of clearness.

MEATS.

Beef.—The best beef comes from Porto Rico; the rest is furnished by native cattle. The native beef is tough, stringy, and tasteless. The imported cattle are brought in slow-sailing boats, and slaughtered soon after arrival. The meat is not butchered as in the United States, but is cut into chunks or slices. By law, 1 pound of meat contains a minimum of 20 per cent of bone, so the butcher weighs out 12 ounces of flesh and adds enough bone to make up the pound. For this meat the price is from 19 to 24 cents a pound, usually the latter. On

Friday no meat can be purchased except on a physician's order, filed in advance with the butcher. All meat is inspected, both on the hoof and in the shops, before it is allowed to be sold, and it is only fair to say that this inspection is faithfully carried out.

Mutton.—Rarely to be bought. Chiefly native. Excessively dry, tasteless, and stringy. Costs about 24 cents a pound.

Goat.—Sold as such. Neither better nor worse than mutton. Young kid is sometimes passably good; not often offered for sale. Average price, 14 cents a pound.

Pork.—Native. Chiefly as an adjunct to stews, etc. Quality is fair. Price, 14 cents a pound.

Rabbit.—Domestic. Rarely offered for sale. Fairly good quality. Price, from 30 to 50 cents each.

Tripe.—Fair quality, but very poorly prepared by the butcher. Price, 24 cents a pound.

Tongue.—Usually small, but good. Price, 20 cents a pound.

Turtle.—Plentiful nearly all the year around, particularly on Fridays. Price, 18 to 30 cents a pound.

FISH.

The varieties of edible fish found in the waters about the island are almost countless. They are caught either in seines, gill nets (rarely), or on set lines. The price varies from 14 to 16 cents a pound. The best fishes are the red snappers, yellow tails, kingfish, and tunny. Many of the smaller fish are also very good.

SHELLFISH.

Lobster.—Ordinary specimens weigh from 4 to 7 pounds and cost from 20 to 50 cents each.

Crabs.—When the island was discovered, land crabs constituted a staple article of food of the Caribs. They are still fairly plentiful, particularly during the rainy season. They are usually kept for several weeks and fed on corn and peppers, and are considered a great delicacy. Price, about 2 cents each.

Oysters.—Found growing in clusters on the roots of the mangrove. Very small in size. Are well flavored and sell readily at about 1 cent each.

Lambi.—The animal inhabits conch shells. The meat is so tough that it has passed into a proverb. Part of the work of preparing it for the table consists in pounding it heavily with a big wooden mallet or club. The animal is removed from its shell, scraped, and certain portions, which are not edible, are cut out. The remainder is soaked in a strong, warm solution of wood ashes for a considerable time. It is then taken out, washed, again scraped, and well rubbed with cut limes, and pounded. It is cut up into small pieces and stewed with peppers and spices and makes a dish that is distinctly good. It has a rich sea flavor.

Paludes.—In general appearance, resembles the soft-shell crab of the United States, except that the shell is symmetrical and not more sharply pointed at one end than at the other. At its best, it is delicate and well flavored. Price, from 2 to 4 for 1 cent.

GAME AND FOWLS.

Ramier.—At one time very plentiful, now rather scarce. They have been hunted so continually that they are very wild and shy. At certain seasons of the year, they are of the most exquisite flavor, but they feed on some bitter berry, which gives a peculiar flavor to the flesh. Unless excessive, this flavor is appreciated.

Turkey.—Rather scarce. The bird must be bought alive, and home fed for several weeks to be good. An ordinary specimen costs from \$1.80 up.

Fowls.—Plentiful before the introduction of the mongoose. Such fowls as are to be had are poor and thin. Price, from 50 cents each up.

Ducks.—Domestic. Price, from 60 cents each up.

Pigeons.—Domestic. Price, about 50 cents a pair.

VEGETABLES.

Manioc.—Manioc flour is too well known to need description here. Very large quantities are produced, and it may be said to form one of the staples of the foods of the great mass of the people.

Yam.—Under this generic name, a great number of roots are comprised.

Palm.—The tender, unfolded leaf shoots of various species of palm are used as a salad, and is one of the daintiest and most delicious of dishes.

Breadfruit.—Very plentiful, and a staple article of food.

IMPORTED FOODS.

Flour.—It is surprising how much flour is consumed here. The monthly market supply will average not less than 6,000 barrels. It is high in price, varying from \$6 to \$12 a barrel.

Corn meal, rice, red and black-eyed beans, dried peas, potatoes, onions, and garlic nearly all come from the United States and are high in price. For example, potatoes are sold in boxes, like candy, at so much, say 35 cents a pound, weight of box included; this, of course, for the very finest new potatoes.

FRUIT.

The list of fruits is enormous, and I shall attempt to give only the more important and commoner kinds.

Mango.—Very plentiful. Only the commoner varieties. A staple article of food among the negroes. Indeed, negro diet may be said to comprise only mangoes, codfish, breadfruit, sugar cane, manioc, and rice in combination with fish, and peppers.

Banana.—Including plantains, which are used as fruit and vegetable. Plentiful.

Cocoanuts.—Chiefly used green for their "milk."

Sapodilla, pineapple, corosol, alligator pear, orange, lime, guava, pome canelle, acajou, tamarind, framboise, grenadilla, and barbadine are used to a limited extent. Although plentiful in their seasons, the prices are relatively high for all fruits.

MISCELLANEOUS.

Milk.—Fairly plentiful and not very bad, although almost totally deficient in cream. Price about 12 cents a quart.

Cheese.—Rare, except imported kinds. Price about 50 cents a pound.

Butter.—All imported. Very expensive.

Eggs.—Fairly plentiful usually. Price from 3 to 5 cents each. Sometimes cheaper.

Wines, beers, alcoholic liquors, etc.—All imported, except the native white rum, tafia, which is sold at a very cheap price.

CONCLUSION.

In spite of the length of the foregoing lists, it is hard to find the articles when wanted. One must select from what one finds in the market. Usually the variety is exceedingly limited. This applies to meats and fish as well as to the other articles. Tea and barley can be purchased in drug stores in fractions of an ounce, to be used as medicines. The wines, etc., are all of the cheaper and poorer qualities and are rather high priced, say about 20 cents a quart for ordinary red wine. California claret of fair to good quality is highly esteemed, but is very expensive, on account of the discriminating duties, and is therefore difficult to obtain, except by personal importation. I have not attempted to enumerate the minor products, preserves, nuts, etc., but have given a sufficiently full list, I think, to enable anyone to form a general idea of the possibilities of living here.

LOUIS H. AYMÉ, *Consul*.

GUADELOUPE, *June 24, 1901.*

HAITI.

The last yearly commercial report from this consulate, published in *Commercial Relations, 1900*, gives in full the lines of goods imported from the United States into this island as well as the exports to the United States and other countries, and I have little to add. I am pleased to note, however, that there has been a very perceptible increase in trade, especially with the United States, and the outlook for the present fiscal year is still more promising.

The very severe drought during the latter part of last year and the first part of this has had a bad effect on business; but withal, there has been a decided improvement in trade, which is due in no small degree to the tranquillity existing in this country. The administration endeavors to encourage by every possible means the extension of agriculture. There have been several large enterprises started which are calculated to furnish in the near future a much larger quantity of produce for export, thus augmenting the revenue of the country, and consequently, the imports. During the last few months, the season has been more favorable for the growing crops, and the prospects for coffee are very encouraging. It is the general opinion that the crop will be much larger than it has been for years. Of course, the low price of coffee

in Europe has a bad effect; but a large increase of the production will to a certain extent remedy this, and furthermore, the Government has presented to the present chambers a law which will probably be passed during the session, reducing the export duty 86 cents on every hundred pounds of coffee. The previous duty paid was \$3.86 per 100 pounds. The one proposed will reduce it to \$3, which will have a very beneficial effect on the product.

A few years ago, the exportation of coffee to the United States reached a large figure, but Haiti, with no reciprocity treaty, had to pay 3 cents per pound on her coffee, with the result that this export was checked. Although this tax has since been removed, Haitian coffee has not taken its former place in the American market; but it is hoped that the trade will soon be revived, and in that case heavier imports from the United States may be expected.

Much needed improvements have been made in the preparation of coffee and cocoa for the market, and these articles are now more able to compete with those of other countries.

COTTON.

The cultivation of cotton has increased in the whole Republic, particularly in the communes of Leogane, Grand Goave, Petit Goave, and in the arondissements of Jacmel and Aux Cayes; also on a much larger scale in the Artibonite district. The Government has imported a large number of cotton gins from the United States, which have been distributed in the arondissement of Leogane, and it also intends to make similar importations for other cotton-raising precincts. This article has the prospect of becoming one of the important products of Haiti. There is no reason why it could not be raised cheaper here than in many other countries, as Haitian cotton, once planted, will continue to produce for twenty years without replanting, requires little care or cultivation, and the staple is very fair. In other countries, it has to be planted and cultivated yearly, while the only expense here is the gathering, ginning, and baling.

SUGAR.

The three sugar-making establishments continue to give satisfaction, and are increasing their production. There is, so far, no refined sugar made; only the granulated brown sugar, used entirely for home consumption. One of the establishments has recently renewed its machinery, introducing some of the latest improvements. The excessive drought of last year has been a serious drawback to the industry, but with the favorable season, a much larger supply and, in all probability, a better grade may be expected. The manufacture of sugar in the few past years has very sensibly affected the importation of white cut loaf sugar, especially the beet-root product.

TOBACCO.

Some interest is being taken in the cultivation of tobacco. As yet, it is being done only on a small scale, except at one large establishment which started some three years ago, where the planting has increased yearly and a factory for making cigars and cigarettes has been erected.

The tobacco produced here is considered in the United States, Germany, England, and France to be of very fine quality. There will, no doubt, be more interest taken in this product, and it will soon become a new item of export.

I will state that the establishment mentioned in the preceding paragraph has received very valuable instruction in the cultivation and curing of tobacco from the publications of the Department of Agriculture at Washington. These instructions were textually carried out and proved of great value in every instance.

WOODS.

A law is at present before the Chambers having for its object the reduction of export duties on logwood \$1 per ton, which is apt to rapidly increase.

Some attention is being paid to other valuable woods, which are found in abundance, especially in the interior of the island, as well as on La Gonave and Tortuga. Two enterprising Germans have invested a considerable sum of money in this enterprise, some 50 miles from Port-au-Prince, near two large lakes, where there are large forests of very valuable woods. They have put two small steamers on the lakes for the purpose of bringing the wood across from the mountains to the plains, thence to be carried to this port for shipment. The great drawback is the transportation from the lakes to the seashore, which has to be done by ox carts and involves heavy expense. The work on the railroad (the concession for which was granted to a company last year) is being carried on rapidly; the terminus will be at the lakes, and it is hoped that it will be completed at an early date. This railway will open up a very valuable section of the country and no doubt will also tend to largely augment the products of the interior, with which nothing is done at present for want of means of transportation. The great drawback to this enterprise, as well as to many other undertakings, is the lack of sufficient capital to put it on a good basis and rapidly push it to completion.

It seems to be difficult to induce foreign capitalists to invest in these enterprises. There is no doubt that they would prove to be valuable, and it is hoped that the above-mentioned road will soon be supplied with sufficient capital to complete it.

CUSTOM DUES.

The surtax of 25 per cent, now payable in Haitian currency, will be collected in gold, for the purpose of making up the deficit in the budget that may be caused by reductions in the duties on coffee and logwood. This indirect augmentation of import dues may possibly have a tendency to diminish the importations of German goods and increase those of French origin, since the latter will enjoy the benefit of the deduction of 33½ per cent, granted by the Franco-Haitian commercial treaty which went into effect in January of this year.

The articles imported from France are dissimilar to those imported from the United States, and this treaty will have no direct influence of a harmful nature on our trade. Should success meet the efforts now being made to find a market for Haitian coffee in the United States, it would very materially benefit our exports to this country.

OTHER EXPORTS.

The exportation of honey, wax, hides, and like products is gradually increasing, and more attention seems to be paid to augmenting the production of these articles. There is no reason why they should not form a very large item of export. All of these articles are shipped to the United States, where they find a better market than in Europe.

RUBBER.

A contract has been granted by the Government to a Belgian company to establish a rubber plantation. Twelve hundred acres in the northern part of the island have been selected for the purpose and planting has begun. Experts say that the land and climate are in every respect suitable for this industry. This company has considerable capital and there is little doubt that it will be a success. European capital seems to be more inclined to invest in agricultural enterprises here than American.

RAILROAD AND MINES.

The railroad at Cape Haitien is now operated for a distance of some 20 miles in the interior, and it will open up an extremely productive country.

With the building of railroads, interest will, no doubt, be taken in developing the valuable mines in the interior, such as iron, copper, gold, and coal.

DRY GOODS.

From one of the principal importers of dry goods from the United States, I learn that the trade has been fairly good. In packing and in assorting designs, the American manufacturers are paying attention to the wants of the people. If the advantages offered by European sellers were also extended by our manufactures, such as greater length of credit, more attention to the styles desired, etc., we would eventually control this line of goods. The following is instanced as among the drawbacks to our trade: A firm wishing to deal directly with the manufacturer, and not through middlemen or agents, wrote to several makers of denims, checks, and prints for prices. The manufacturers referred him to their New York agents, and the New York agents refused to give quotations, but referred him to the commission houses whose services he was trying to do without, so as to get the benefit of the discounts. An English manufacturer would have quoted the prices at once, and would have packed and shipped the goods direct to the purchaser.

PROVISIONS.

Codfish, pork, salt beef, flour, pickled and smoked herrings, butter, lard, cheese, rice, etc., are imported from the United States, and the trade is good and is increasing. We have not yet, it seems, succeeded in putting up as good an article of table butter, in one and two-pound tins, as is imported from Copenhagen. The sale of butter put up this way is quite an item, and there is no reason why we should not supply the demand by sending a good article to this market. It was suc-

cessively tried by one firm, but later an inferior article was furnished and the people again gave the preference to the Copenhagen butter, which is always of good quality.

OTHER IMPORTS.

All the building and other lumber is imported from the United States. The sales have been good.

In other branches, such as furniture, laundry soap, drugs, lamps, hardware, photographic materials, carriages, etc., the United States furnishes a fair proportion of the articles consumed, and the trade is generally good.

STEAMSHIP LINES.

Three lines of steamships ply between New York and the different open ports of this Republic weekly and bimonthly. A few months ago the Hamburg-American Company bought the Atlas Line of steamers, and these are now running under the Hamburg-American Company's flag. The rivalry between the three steamship lines ended some six months ago in an agreement by which the rates of freight were augmented over 100 per cent. This naturally had the effect of checking imports somewhat, but the charges have again been reduced, and there is little doubt that an increase in imports will soon be noted.

SAILING VESSELS.

In the last annual message of the President, the attention of the legislative corps was called to the disadvantages to which sailing vessels are subjected by the customs laws of 1858 and 1859, under which steamers enjoy privileges that enable them to carry on an unfair competition with sailing vessels, to the detriment of the fiscal revenue.

FINANCES.

The fluctuation in currency continues, but during the past few months, there has not been so great a rise and fall. Exchange has been more steady at about 145, gradually descending to 124. It is supposed that it will again fall during the period of the present coffee crop, possibly to 100, but not below this figure. The gradual destruction of the paper currency by the Government will have a tendency to lower exchange, and it is hoped that in time the country will again be on a gold basis, as in former years.

GENERAL.

There have been no improvements in harbor facilities nor extensions of the telegraph or cable lines. There have been no changes in the taxes for carrying on business. Commercial travelers are not taxed, nor are their samples subject to customs dues. It is always best to obtain passports before leaving the United States. Haiti has no merchant marine, excepting sailing vessels of from 10 to 40 tons, built in the country, which are used in the coasting trade.

The quarantine regulations are not strict. If a vessel arrives with contagious diseases, it is placed in quarantine, 2 or 3 miles from the city, for a few days.

There are no laws discriminating against American vessels.

There exist no copyright or trade-mark laws. The postal rate from Haiti to foreign countries is 10 cents per half ounce. There is no law requiring goods to be marked so as to show the country of origin or manufacture.

Between October 1, 1900, and April 30, 1901, 110 vessels, aggregating 96,585 tons, arrived at the 11 open ports from the United States, bringing merchandise valued at \$3,332,900.58.

Haitian produce shipped to the United States during the same period amounted to \$1,511,948.

I have dwelt to a considerable extent on the prospects of agriculture in Haiti, as well as on the chances for exploiting other enterprises, for the reason that success in these undertakings will increase the export of the various products of the country, the greater part of which (with the exception of coffee) goes to the United States, and expansion in this trade will naturally tend to augment imports into this island by creating a larger field for provisions, machinery, dry goods, glassware, shoes, and many other articles.

It will be seen from the accompanying tables that our exports increased very materially from October 1, 1899, to September 30, 1900, and from that date to January, 1901. It is very difficult to obtain correct statistics of imports from January 1 to July 1, 1901.

By each mail, letters are received from dealers and manufacturers in the United States, asking for information and for the names and addresses of merchants in different branches of commerce here. The letters are promptly answered and the information is furnished as far as possible.

I append the reports of our consular agents in the other ports of this island, as far as received.

JOHN B. TERRES,
Vice-Consul-General.

PORT AU PRINCE, *October 21, 1901.*

Produce exported from the eleven open ports of Haiti from October 1, 1899, to September 30, 1901.

Articles of produce.	Port au Prince.	Cape Haitien.	St. Marc.	Gonaïves.	Port de Paix.	Petit Goâve.
Coffee .....pounds..	15,010,698	10,577,977	1,678,013	8,312,131	1,546,427	6,970,579
Cocoa.....do.....	23,909	601,882			165,783	386,196
Logwood.....do.....	869,000	19,430,538	22,688,356	9,895,000	21,274,000	485,000
Cotton.....do.....	20,008		1,286,502	641,646		2,793
Turtle shell.....do.....	93					
Mahogany.....feet..	15,403		1,590			18,425
	2,507	1,409	4,193	1,906		
Fustic.....pounds..	80,800	35,000		122,000		
Gum guaiac.....do.....	5,079					
Hides.....do.....	44,605	139,434	8,010	15,453	770	
Goat skins.....do.....	29	309	33			
Old copper, etc.....do.....	10,627	5,709	1,532	6,137		
Logwood roots.....do.....		36,031,540	24,143,000	4,325,000	22,455,300	
Honey.....gallons..	14,029	1,222	32	491		
Coffee pickings.....pounds..			62,669	416,727		98,127
Cotton seed.....do.....						1,815
Beeswax.....do.....	75,471	65,512		16,620	2,245	123
Lignum-vitæ.....do.....	1,021,050		1,212,320	986,000		30,000
Ricin seeds.....pounds..						4,277
Cocoanuts.....bags..	5					
Sponges.....do.....	14					

Produce exported from the eleven open ports of Haiti, etc.—Continued.

Articles of produce.	Miragoane.	Jérémie.	Aquin.	Aux Cayes.	Jacmel.	Total.
Coffee..... pounds..		5,468,669	1,252,828	6,844,530	14,460,988	72,122,781
Cocoa..... do.....		2,868,752	574	171,674	5,919	4,224,691
Logwood..... do.....	4,157,000	28,010	19,288,565	6,890,000	1,061,000	106,066,469
Cotton..... do.....					99,179	2,060,128
Turtle shell..... do.....		104		54	750	1,001
Mahogany..... feet..		90		121		41,231
Fustic..... pounds..				* 1,526		* 5,939
Gum guaiac..... do.....						287,800
Hides..... do.....		86,818		* 12	625	5,079
Goat skins..... do.....			1,111	34,071		329,786
Old copper, etc..... do.....			82		17,027	* 24
Logwood roots..... do.....				11,981	4,343	424
Honey..... gallons..			* 6	2,298		18,138
Coffee pickings..... pounds..		7,425	* 505		2,972	40,329
Cotton seed..... do.....					38,509	86,964,840
Beeswax..... do.....		1,120	118	3,252	27,076	* 6
Lignum-vitæ..... do.....		162,590	189,180	* 5,000	* 2	18,072
Starch..... barrels..			69,500	85	853	* 505
Ricin seeds..... pounds..					1,065	587,920
Cocanuts..... bags..		102	5	193	88	40,324
Sponges..... do.....						191,582
Tobacco..... pounds..					876	* 5,000
						3,671,140
						* 4
						888
						5,842
						843
						14
						876

* Pounds.

b Bales.

• Packages.

d Barrels.

• Feet.

f Logs.

Exports to the United States from the eleven open ports during the five months ended May 31, 1901.

	Port au Prince.	Cape Haitian.	Aux Cayes.	Jacmel.	Jeremie.	Conalves.
Coffee..... (bags.....	208	1	450	11,485	682	
..... (pounds..	21,646	170	87,145	1,781,181	119,716	
Cocoa..... (bags.....				201	2,128	
..... (pounds..				28,204	309,537	
Beeswax..... do.....	455		450			2,176
Honey..... do.....	4,641			2,112	196	96
Mahogany..... feet..			1,991			50
Old copper..... pounds..	5,235	880			2,704	3,744
Turtle shell..... boxes..			27			
Hides..... pounds..	23,423		6,242		561	
Lignum vitæ..... do.....	22,000			26,400		2,490
Goatskins..... do.....	35,748	5,258	11,891	4,780	4,786	18,468
Gum guaiacum..... do.....	4,787			1,170		
Cocanuts..... do.....				1,017	2,000	
Orange peel..... pounds..				18,798		
Logwood..... do.....	618,000	1,215,000		70,000		995,000
Logwood roots..... do.....						
Fustic..... do.....	64,000					

	Port de Paix.	St. Marc.	Petit Goave.	Aquin.	Miragoane.	Total.
Coffee..... (bags.....	83	1				12,906
..... (pounds..	12,221	180				2,022,258
Cocoa..... (bags.....		29	50			2,406
..... (pounds..		3,068	7,500			348,109
Beeswax..... do.....	360					8,471
Honey..... do.....	120					7,155
Mahogany..... feet..						2,041
Old copper..... pounds..						12,568
Turtle shell..... boxes..						28
Hides..... pounds..						80,246
Lignum vitæ..... do.....	325		150,000			194,215
Goatskins..... do.....	988	3,897				80,211
Gum guaiacum..... do.....						4,957
Cocanuts..... do.....						8,017
Orange peel..... pounds..						18,798
Logwood..... do.....	5,787,000	2,900,000	965,000			11,550,000
Logwood roots..... do.....	1,722,000	1,870,000				3,592,000
Fustic..... do.....	286,500	35,000				385,500

Summary of exports to the United States during the five months ended May 31, 1901.

Articles.	Value in United States gold.	Articles.	Value in United States gold.
Beeswax	\$1,482	Honey	\$2,882
Cocoa	48,482	Lignum vite	18,048
Coffee	176,554	Logwood	71,888
Cocoanuts	804	Logwood roots	17,882
Copper (old)	520	Mahogany	346
Fustic	992	Orange peel	227
Goatskins	27,740	Turtle shell	350
Gum gualacum	878		
Hides	3,519	Total	366,044

Principal imports from the United States into Port au Prince during the year ended June 30, 1901.

Beef salt	barrels ..	204½
Beer	do ..	1,236
Biscuits	pounds ..	32,148
Butter	boxes ^a ..	2,928
Calfskins	dozen ..	984
Cheese	pounds ..	19,920
Coal	tons ..	1,178
Codfish	hogsheads ..	4,308
Flour	barrels ..	53,256
Hams	pounds ..	89,004
Herrings (pickled)	barrels ..	5,616
Herrings (smoked)	boxes ..	6,080
Lard	do. ^a ..	14,760
Lumber (pitch pine)	feet ..	140,511
Lumber (white pine)	do ..	918,276
Nails	kegs ^a ..	2,220
Oats	barrels ..	780
Kerosene oil	boxes ^b ..	85,368
Pork (mess)	barrels ..	22,416½
Pork (heads)	do ..	4,092
Porter	boxes ^c ..	720
Rice	pounds ..	212,748
Soap	do ..	2,170,728
Sugar	do ..	239,736
Tallow	do ..	15,352
Tobacco	do ..	589,356

CAPE HAITIEN.

There has been no marked change in commercial conditions in Haiti since the publication of the last annual report from this consulate. The trade with the United States as regards importations remains normal, but there has been a considerable falling off in the exportation of logwood. Recent financial legislation has produced greater stability in the currency and the fluctuations now vary between the limits of 80 and 120 per cent, as compared with United States gold.

A serious attempt has been made by the Government to relieve commerce and stimulate production. The following export duties were formerly imposed on staple products:

Coffee	\$3.86½
Logwood	2.50
Logwood roots	2.00

^a Per 100 pounds.

^b Per 10 gallons.

^c Per 7 dozen.

A law which became operative October 1 reduced the duties on these articles to the following figures:

Coffee	\$3.00
Logwood	1.50
Logwood roots	1.50

All export duties are levied in currency of the United States. It is too early to note the effect of this reduction on the trade and industries of the country, but it is believed to be a move in the direction of the ultimate abolition of all export duties. These heavy export duties have so reduced values of the staple products that the people were becoming discouraged, and probably did not cultivate more than one-half the coffee and cacao that might have been produced under more favorable circumstances.

The railroad now under construction from Cape Haitien to La Grande Riviere, known as the "Chemin de fer du Nord," has been completed for more than half the distance and the work is being prosecuted with vigor.

Probably the most important and the most hopeful enterprise undertaken in Haiti in recent years is an agricultural experiment being made by Mr. F. Hermann, of Brussels. Mr. Hermann has long conducted extensive business operations in Haiti, and has now five houses in different cities of the Republic. He has purchased an old colonial estate situated some 25 or 30 miles from Cape Haitien, on the coast, in the direction of Port de Paix. The estate consists of 2,500 acres and has been named the Plantations of Haiti. He intends to cultivate plants that have been more or less neglected, such as india rubber, cacao, vanilla, and spices; but india rubber is to be the chief product. At present, the banana is being grown largely and will either be shipped to New York or ground into flour on the spot. Extensive drainage is being effected and already thousands of plants have been imported from Europe and from Jamaica. Mr. Casse, a young Dane, is the technical manager.

The following tables are designed to show not only the volume of importations and exportations at the port of Cape Haitien, but also the small part played in this considerable trade by vessels carrying the American flag.

LEONARD W. LIVINGSTON, *Consul*.

CAPE HAITIEN, *January 2, 1902.*

Imports from the United States into Cape Haitien, for the fiscal year ended June 30, 1901.

Month.	Nationality of vessel.	Value of cargo.
1900.		
June.....	British.....	\$15,041.52
	Norwegian.....	5,801.56
	.....do.....	8,657.99
	British.....	24,285.17
	Dutch.....	1,512.37
July.....	British.....	12,653.47
	Norwegian.....	6,323.85
	.....do.....	7,596.57
August.....	British.....	13,729.12
	Norwegian.....	2,612.39
	British.....	48,934.27

Imports from the United States into Cape Haitien, etc.—Continued.

Month.	Nationality of vessel.	Value of cargo.
1900.		
August	Norwegian	\$6,490.41
	British	19,216.25
	Dutch	270.78
	Norwegian	10,220.03
	British	21,143.83
September	Norwegian	7,414.23
	British	26,666.64
	do	26,887.63
	Norwegian	20,466.08
	British	24,053.76
October	Norwegian	8,606.52
	British	24,341.34
	Norwegian	8,980.15
	British	13,008.22
	Norwegian	10,254.90
November	American	4,524.52
	British	26,145.83
	Norwegian	11,916.56
	do	11,199.40
	British	20,004.79
December	Norwegian	6,669.50
	American	2,522.49
	British	30,596.68
	Dutch	2,330.35
1901.		
January	Norwegian	3,167.01
	British	18,036.18
	do	26,070.47
	Norwegian	3,327.72
	do	7,087.91
February	British	12,680.24
	Norwegian	6,244.78
	British	15,419.19
	American	1,669.27
	Norwegian	1,329.49
March	British	13,964.99
	Norwegian	5,851.04
	British	10,409.92
	Dutch	730.65
	Norwegian	3,656.05
April	British	14,894.65
	do	13,582.77
	German	7,597.56
	Norwegian	2,563.83
	British	9,130.43
May	Norwegian	6,873.29
	British	11,430.42
	Norwegian	5,470.44
	British	6,467.36
	Norwegian	4,806.05
June	British	9,364.33
	Norwegian	6,321.75
	British	9,453.55
Total		727,620.58

Imports from Europe into the port of Cape Haitien, for the fiscal year ended June 30, 1901.

Month.	Nationality of vessel.	Value of cargo.
1900.		
June	French	\$4,672.45
	German	10,541.33
July	French	4,226.62
	German	7,022.97
August	French	3,450.70
	German	9,606.45
September	French	7,834.54
	German	16,443.23
October	French	6,045.63
	German	26,083.51
November	French	7,345.59
	German	16,602.97
December	French	8,223.12
	French	

Imports from Europe into the port of Cape Haitien, etc.—Continued.

Month.	Nationality of vessel.	Value of cargo.
1901.		
January	French	\$4,862.22
	German	12,296.10
	.....do	19,774.11
February	French	8,667.41
	German	9,269.16
March	French	7,478.06
	Italian	5,137.66
	German	8,909.58
April	French	3,884.42
	German	4,826.91
May	French	2,994.11
	German	6,122.50
June	French	4,140.83
	German	5,401.20
Total		225,807.86

do	238,750	1,418.75	100,520	7,735.75	3,018	277.65	4,200	513.90	4,670	1,167.00	1,418.75
French	90,000	4,450.00	100,520	7,735.75	3,018	277.65	4,200	513.90	4,670	1,167.00	1,418.75
German	705,500	8,528.00	27,884	2,170.50	901	32.89	2,720	268.72	1,259	314.50	2,720.50
September	do	1,450,000	42,876	3,488.54			2,910	21.16			4,480.00
Norwegian	1,450,000	4,730.00									4,730.00
do	1,450,000	4,730.00									4,730.00
October	do	180,000	90,387	7,164.65	4,083	375.63	5,580	424.08	2,900	735.00	4,821.96
French	90,000	645.00	51,113	3,698.97	1,177	108.28	3,800	250.80	1,770	42.50	4,480.55
German	90,000	860.00	102,833	8,151.22	5,246	482.63			400	100.00	4,738.85
do	90,000	450.00	69,747	5,523.60							5,078.60
French	90,000	450.00	69,747	5,523.60							5,078.60
do	90,000	450.00	69,747	5,523.60							5,078.60
November	do	180,000	238,745	18,701.07	11,577	1,046.68					19,747.75
German	180,000	975.00	246,314	19,573.52	57,693	5,662.73	1,400	106.40			23,145.70
do	180,000	975.00	217,712	18,088.05	55,049	5,064.50	2,170	164.92	823	80.50	24,820.97
December	do	1,240,000	5,163.75								5,163.75
French	840,000	1,700.00	111,478	8,893.28	33,219	3,698.14					14,144.42
Norwegian	840,000	300.00	426,239	33,786.63	63,964	4,963.76					39,180.73
German	840,000	3,623.20									3,623.20
do	487,500	8,000.75									8,000.75
French	90,000	450.00	200,854	15,921.02	27,119	2,494.94					18,465.96
German	90,000	450.00	298,817	23,123.61	8,950	823.40	1,910	145.16			24,092.17
1901	do	370,000	1,480.00	35,290	2,797.31	13,163	1,210.99				5,488.30
January	do	370,000	1,480.00	35,290	2,797.31	13,163	1,210.99				5,488.30
French	370,000	1,480.00	76,175	5,958.86	6,937	638.20					6,597.06
German	370,000	8,480.00	244,238	19,854.28	24,299	2,235.50	1,960	148.96	323	80.75	21,829.49
February	do	870,000	8,480.00	848,889	27,655.26	16,861	1,551.21	3,140	238.64		32,925.11
French	870,000	8,480.00	69,539	5,612.11	9,183	846.75	6,680	51.69	634	168.00	6,567.54
German	870,000	25,454.84	319,527	25,454.84	21,915	2,016.18	5,640	428.64	1,211	302.75	28,151.91
March	do	824,468	324,468	25,873.02	10,191	987.57	3,320	24.32			26,859.91
French	824,468	25,745.67	824,797	25,745.67	13,581	1,230.16	2,220	168.72			27,163.74
German	824,468	25,745.67	256,523	20,254.45	9,716	893.87	3,020	229.52	663	165.75	21,543.59
April	do	900,000	3,600.00	92,045	7,296.69	11,855	1,590.66	2,900	174.80	695	139.00
French	900,000	3,600.00	411,919	32,650.44	48,730	4,483.16	2,940	228.44	7,337	1,834.25	39,480.29
Italian	472,000	1,888.00									1,888.00
British	1,102,500	4,410.00									4,410.00
Norwegian	725,000	2,900.00									2,900.00
German	25,000	62.50	219,511	17,899.90	29,188	2,684.83	3,500	268.00	500	125.00	20,506.53
May	do	1,163,750	8,690.00	56,742	4,486.74	912	83.90				4,643.14
French	1,163,750	8,690.00	79,585	6,306.43	23,826	2,191.99					8,500.42
German	1,163,750	8,690.00	73,623	5,835.84	55,405	5,097.26					8,690.00
Norwegian	1,002,500	4,846.25	108,183	8,980.57	25,081	2,307.45	2,760	209.76	4,184	1,046.00	11,473.56
French	120,000	600.00	19,844	1,572.95	11,626	1,069.59					4,846.25
German	120,000	600.00	58,045	4,601.02	18,908	1,739.53	12,840	937.54			12,543.78
do	16,382,800	71,648.95	5,825,565	455,286.38	612,669	56,992.64	76,080.5	863.66	383,053.8	261.50	7,278.39
Total									1,139	227.80	180,598,480.95

PORT DE PAIX.

General trade has left much to be desired during the last year. This is due principally to the poor coffee crop in this district, and to the low prices of the principal articles of export—coffee, cocoa, and logwood.

Importations show a slight increase and the proportions brought from America and Europe remain about the same. Importations of the finer European tissues have again ceased, the high premium rendering sales of such goods impossible. Imports of American cotton goods (checks and stripes) and printed domestics of all classes have still further improved, and it is not necessary, as in former years, to order large quantities in order to get variety in designs. United States manufacturers nowadays are giving a great deal of attention to the making up of sample assortments and pattern cards, and offer all possible advantages, even to small buyers. I think a great deal of their success is due to this.

Conditions in the lumber trade have not improved since last year; only one small vessel, with 100,000 square feet of boards and scantlings has arrived.

The soap manufactured in Cape Haitien has nearly monopolized the trade here, and it seems that American soap is not able to compete successfully in price with the native product. There is no difference in quality.

EXPORTS OF LOGWOOD.

The total quantities of roots and straight wood shipped to the United States and to Europe are about the same as last year, but a sudden decline took place during the last quarter of the year. It appears that the American market no longer demands Port de Paix wood. Only a few cargoes of small straight wood have been sold lately, and roots are not wanted, although they are at least as rich in dye as the ordinary small wood. I am told that to cut roots requires certain alterations in the machinery in United States factories, and most of these roots are therefore being shipped to Europe. The following statement of logwood shipments to the United States shows the sharp decline during the last quarter:

	Tons.
First quarter, July 1 to September 30, 1900.....	4,725
Second quarter, October 1 to December 31, 1900.....	5,209
Third quarter, January 1 to March 31, 1901.....	5,294
Fourth quarter, April 1 to June 30, 1901.....	851

There is very little straight wood left in the country, except in the interior, too far away for transportation by ordinary means. Roots, on the contrary, are plentiful.

COFFEE.

As mentioned, last year's crop was exceptionally poor, and exportations show a falling off of 55 per cent. The bulk has gone to Europe, as usual. Fortunately, the outlook for the next season is favorable; all reports from the coffee districts announce an abundant crop.

CACAO.

This also shows a decline, but the production is bound to augment, because much has been planted during the last few years.

STEAMSHIP LINES.

A sort of trust appears to have been formed in New York, causing the Royal Dutch West India Line to withdraw its boats from the north of Haiti, leaving the field to the Cameron Line.

Freights have been raised to such a figure that competition will probably again appear when the new crop begins to be shipped. An effort has been made here to start a regular line of American sailing vessels, but the freight was insufficient and the scheme had to be dropped.

TORTUGA ISLAND.

Work on the island has recently been stopped again. So far, only a few sample shipments of mahogany crutches and logs and of about 168 tons of fustic have been made. The problem of creating means of transport from the unapproachable northern coast, where the wood is found, to the sheltered south side of the island has not yet been solved. A small kerosene tug, which served for carrying logs and crutches of mahogany from the so-called "Ravine Trésor" around the west point of the Tortuga to Port de Paix, has been beached at La Vallés, with a broken machine.

STATISTICS.

A table of statistics of trade with America and Europe for the last fiscal year is attached to this report.

C. ABEGG,
Consular Agent.

PORT DE PAIX, *July 1, 1901.*

Exports and imports at port of Port de Paix, fiscal year 1901.

EXPORTS TO THE UNITED STATES.

	Logwood and logwood roots.		Coffee.		Cocoa.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Tons.</i>		<i>Bags.</i>		<i>Bags.</i>	
July 1 to December 31, 1900 ..	9,924	\$153,742.46	59	\$903.77	15	\$316.54
January 1 to June 30, 1901....	6,065	77,987.23	118	1,393.80	146	2,337.77
Total.....	15,989	231,729.69	177	2,297.57	161	2,654.31

	Beeswax.		Hides and skins.		Fustic.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Pounds.</i>		<i>Bales.</i>		<i>Tons.</i>	
July 1 to December 31, 1900 ..	525	\$136.02	1	\$21.27	.....	.....
January 1 to June 30, 1901....	884	78.67	2	52.07	168	\$1,979.25
Total.....	909	214.59	3	73.34	168	1,979.25

Sundries, July 1, 1900, to June 30, 1901:

5 pounds turtle-shell.....	\$10.73
680 pounds old copper	82.71
30,000 pounds lignum-vitæ.....	197.22

EXPORTS TO CUBA.

Four expeditions by sailing vessels; total, 8 cows, 37 horses, 1 goat, 15 chickens, 6 earthen jars, 44 bags coffee.

Exports and imports at port of Port de Paix, fiscal year 1901—Continued.

EXPORTS TO EUROPE.

	Logwood roots.		Coffee.		Cocoa.		Fustic.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
July 1 to Dec. 31, 1900.....	<i>Tons.</i> 1,371	\$20,375.00	<i>Bags.</i> 1,990	\$25,395.00	<i>Bags.</i> 233	\$3,074.75	<i>Tons.</i> 2	\$24.00
Jan. 1 to June 30, 1901.....	1,105	12,451.00	2,009	26,117.00	262	4,192.00	1½	18.00
Total.....	2,476	\$2,826.00	3,999	51,512.00	495	7,266.75	3½	42.00

Sundries, July 1, 1900, to June 30, 1901:

75 logs or crutches, mahogany.....

Unknown.

1 ton Brazil wood.....

Unknown.

3 tons lignum-vitæ.....

\$40.00

IMPORTS FROM THE UNITED STATES.

	General merchandise.		Lumber.	
	Quantity.	Value.	Quantity.	Value.
July 1 to December 31, 1900.....	<i>Tons.</i> 1,191	\$96,909.00	<i>Feet.</i> .....	.....
January 1 to June 30, 1901.....	759	49,585.00	100,000	\$2,030.52
Total.....	1,950	146,494.00	100,000	2,030.52

IMPORTS FROM EUROPE.

	<i>Tons.</i>		<i>Feet.</i>	
July 1, 1900, to June 30, 1901.....	177	\$6,630.00	.....	.....

Total imports, 2,127 tons, valued at \$153,124.

GONAIVES.

The financial crisis in this island still continues and business has suffered a great deal. This year, the average rate of premium has been 125 per cent, but in the last few weeks it has gone down a little, on account of financial plans of the Haitian Government.

There has been a decided increase in the exports from this district to the United States for the year ended June 30, 1901.

Declared exports from Gonaives to the United States for the year ended June 30, 1901.

Articles.	Value in United States gold.
Logwood.....	\$126,640.35
Logwood roots.....	58,972.27
Fustics.....	2,460.00
Lignum-vitæ.....	10,098.78
Goatskins.....	27,121.13
Coffee.....	26,241.08
Honey.....gallons..	292.81
Beeswax.....	1,756.67
Old copper.....	1,235.04
Mahogany.....	510.00
Lancewoods.....pieces..	47.29
	254,375.32

These exports were carried by twelve sailing vessels and one steamer under the United States flag.

Imports from United States.

Articles.	Quantity.	Articles.	Quantity.
Bloaters.....boxes.....	4,608	Matches.....gross.....	170
Blackening.....gross.....	7	Mackerel.....barrels.....	11
Chairs.....dozen.....	47	Nails.....do.....	62
Cheese.....pounds.....	1,307	Onions.....do.....	19
Codfish.....do.....	745	Pork.....do.....	2,714
Crackers.....gross.....	22	Lumber.....feet.....	104,106
Denims.....yards.....	190,000	Potatoes.....barrels.....	130
Drugs (ad valorem).....dollars.....	607	Paints.....quarts.....	64
Furniture.....cases.....	13	Rice.....pounds.....	29,808
Glassware.....dozen.....	294	Soap.....boxes.....	7,800
Hams.....pounds.....	3,204	Sugar.....pounds.....	12,873
Hardware.....dollars.....	724	Tobacco.....do.....	11,204
Kerosene.....cases.....	2,600	Turpentine.....gallons.....	134
Sewing machines.....number.....	28	Beer.....barrels.....	76
Ginger ale.....barrels.....	12	Butter.....cases.....	870
Carriages.....number.....	7	Alewives.....barrels.....	46
Lard.....pounds.....	194,000		

The chief imports come from America, but some articles come from other countries in small quantities, as shown below:

France.—Fancy goods, wines and spirits, jewelry, drugs, dry goods, clothes, shoes, boots, shirts, and furniture.

Germany.—Paints, oils, drugs, furniture, rice, wines and spirits, beer, chemicals, rubber goods, straw hats, matches, sewing machines.

England.—Cotton and dry goods, hardware, earthenware, paints, oil, cements, beer, rice, linen goods, straw hats, and chemicals.

America.—Flour, fish, kerosene oil, hams, furniture, sewing machines, railway materials, cotton and dry goods, pork, paints, preserves, turpentine, lumber, pine and pitch-pine boards, lumber.

J. W. WOEL, *Consular Agent.*

GONAIVES, *September 11, 1901.*

REPORT FROM CONSULAR AGENCY AT AUX CAYES.

Imports from United States at Aux Cayes during the year ended June 30, 1901.

Articles.	Quantity.	Articles.	Quantity.
Alewives.....barrels.....	1,691	Furniture.....	\$1,150
Apples.....do.....	26	Garlic.....pounds.....	300
Biscuits.....pounds.....	3,020	Ham.....do.....	8,252
Boots and shoes.....dozen.....	301	Ink.....dozen.....	16
Bran.....barrels.....	4	Kerosene oil.....gallons.....	95,970
Butter.....pounds.....	29,600	Lumber.....feet.....	291,296
Blackening.....dozen.....	1,140	Lard.....pounds.....	160,200
Bricks.....pounds.....	1,500	Macaroni.....do.....	1,089
Codfish.....pounds.....	841,400	Matches.....dozen.....	26,832
Scaled herrings.....boxes.....	8,980	Nails.....pounds.....	15,140
Cotton, gray.....ells.....	886,400	Mackerel.....barrels.....	5
Checks.....do.....	370,400	Oats.....do.....	14
Cotton drill.....pounds.....	77,920	Oilcloth.....ells.....	2,676
Cheese.....pounds.....	2,194	Onions.....barrels.....	72
Clover.....do.....	409	Oakum.....pounds.....	4,500
Coal tar.....barrels.....	62	Oars.....	78
Chemists' drugs.....	\$1,250	Pork.....barrels.....	2,817
Carriage materials.....	\$166	Prints.....ells.....	216,526
Cornstarch.....pounds.....	353	Pepper.....pounds.....	1,407
Cement.....barrels.....	75		
Cinnamon.....pounds.....	410	Peas.....barrels.....	158
Corn.....barrels.....	2	Pigs' heads.....barrels.....	8
Canned goods.....dozen.....	86	Potatoes.....do.....	100
Denims.....ells.....	418,500	Paper and sandpaper.....reams.....	80
Dolls.....dozen.....	14	Rice.....pounds.....	80,700
Flour.....barrels.....	11,264	Rosin.....barrels.....	41
Fishing lines.....pounds.....	955	Rivets.....pounds.....	400
Fencing wire.....pounds.....	\$78	Raisins.....do.....	822

Imports from United States at Aux Cayes during the year ended June 30, 1901—Continued.

Articles.	Quantity.	Articles.	Quantity.
Soap.....boxes of 14 pounds..	37,439	Chimneys.....dozen..	120
Sugar.....pounds..	56,788	Pins, packs.....do..	244
Twine.....do.....	440	Buttons.....gross..	109
Shingles.....do.....	5,000	Wicks.....dozen..	144
Sailing cloth.....ells..	8,115	Straw hats.....do..	14
Slippers.....dozen..	7	Suspenders.....do..	52
Sweets.....pounds..	550	Screws.....gross..	32
Tallow.....do.....	4,250	Burners.....dozen..	12
Tumblers.....dozen..	976	Pencils.....do.....	92
Tobacco.....pounds..	87,789	Locks.....do.....	76
Scissors.....dozen..	200	Hay.....bales..	7
Empty bags.....dozen..	500	Ropes.....pounds..	990
Prayer books.....dozen..	12	Condensed milk.....dozen..	12
Machetes.....do.....	21	Pulleys.....do.....	14
Forks and spoons, metal.....do.....	36	Bunting.....yards..	160
Needles.....dozen..	30,000	Lamps.....dozen..	2
Empty barrels.....dozen..	160	Shoe laces.....do.....	70
Spectacles.....pounds..	30	Leather.....do.....	8
Glue.....pounds..	250	American gold coins.....do.....	\$39,000
Varnish.....gallons..	50		

Exports from the consular district of Aux Cayes to the United States during the year ended June 30, 1901.

Articles.	Quarter ended—				Total.
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.	
Coffee.....		\$1,978.00	\$5,280.00	\$5,145.00	\$12,348.00
Cocoa.....		20.00		200.00	220.00
Copper (old).....	\$80.00		75.00		155.00
Goatskins.....	764.00	172.80	265.90	412.00	1,614.70
Honey.....	25.00	265.00	706.00	284.00	1,229.00
Iron (old).....	250.00				250.00
Logwood.....		6,500.00			6,500.00
Ox hides.....	1,067.70	872.20	897.90	695.00	2,532.80
Ox hides, salted.....				81.70	81.70
Turtle shells.....	190.00	258.00		150.00	598.00
Wax.....		80.00		80.00	60.00
Total.....	2,876.70	9,591.00	6,673.80	6,897.70	25,539.20

E. L. DUTTON, Jr.,
Acting Consular Agent.

REPORT FROM CONSULAR AGENCY AT JACMEL.

IMPORTS.

Compared with those of last year, imports show a considerable increase, viz:

	Provisions.	Dry goods.
Imports of 1900-1901.....gold..	\$228,328	\$175,000
Imports of 1899-1900.....do.....	184,241	71,899
Increase in 1901.....	54,097	108,601
Total increase in 1901.....	157,698	

The gain is due, to a great extent, to the better prices received during the year for coffee in foreign markets. However, there is now a surplus stock of goods to meet the requirements of the population during the

coming season. The importation of provisions in general, such as flour, fish stuffs, rice, pork, beans, lard, and butter, depends not solely upon higher or lower prices for coffee, but also to a degree on the local crops of corn, beans, and rice, and the production of bananas.

Apart from dry goods, such as denims, prints, checks, gray and white calicoes, and provisions of all sorts, imports of American manufactures have greatly fallen off since coffee has lost so much in value; but I may still mention, as among the principal imports, glassware, lamps, lanterns, and hardware, such as carpenter and mason tools, nails, fencing wire; also some household articles. Only one vessel arrived last year laden with lumber—pitch and white pine.

EXPORTS.

Compared with the year 1899–1900, the returns for coffee show a considerable decrease in production and value, while other produce, such as logwood, orange peel, cotton, cocoa, etc., is more favorable; the production of these, however, is trifling.

The coffee crop of 1899–1900 amounted to 14,231,121 pounds, which, estimated at the average price of \$10, would yield \$1,423,112.10. The crop of 1900–1901 amounted to 10,674,906 pounds, valued at \$9, or a total of \$960,741.54. This shows a decrease in yield of 3,556,215 pounds, and in value of \$462,370.56, paper.

Exports and imports of Jacmel during the year ended June 30, 1901.

VALUE OF IMPORTS.

[Invoice value, not including import duties nor landing expenses.]

	Gold.
Dry goods from all parts	\$121, 859
Provisions from the States	238, 338
Total	360, 197

VALUE OF EXPORTS.

Articles.	Quantities exported.	Export duties paid.		Value in gold of ex- ports at aver- age prices.
		Haitian paper.	American gold.	
Coffee pounds..	10, 674, 906		\$412, 763. 04	\$436, 700. 70
Logwood	1, 159, 400		2, 898. 50	2, 871. 50
Goatskins	12, 130		236. 54	2, 756. 82
Oxhides	1, 382		55. 93	62. 80
Orange peel	605, 025	Duty free.	Duty free.	4, 125. 20
Beeswax	24, 514		159. 34	6, 125. 50
Cotton	202, 579	\$202. 58		14, 733. 00
Cotton seeds	163, 289	Duty free.	Duty free.	222. 68
Cocoa	19, 155		421. 40	1, 741. 36
Shells	338		52. 88	1, 078. 64
Copper	1, 426		67. 07	38. 80
Pith	1, 537	Duty free.	Duty free.	41. 90
Mahogany	2, 067		8. 02	28. 06
Cocanuts	58, 041	Duty free.	Duty free.	659. 55
Lignum-vite	14, 000		14. 00	25. 45
Total		\$ 202. 58	416, 626. 72	470, 715. 03

*The dry goods being mostly declared at less than their actual value, this may be estimated at \$175,000, gold, thus bringing the total value of imports up to \$413,338.

†Gold, \$92.08.

Steamers.

Flag.	Number.	Tonnage of ship.	Tonnage landed.
English.....	76	137,000	1,740
Norwegian.....	16	16,000	614
Dutch.....	43	72,000	1,750
German.....	33	49,500	700
French.....	25	12,500	212
American (sailing vessel).....	1	296	250
Total.....	199	287,296	5,266

The quantity of cotton exported has been double that of last year. The cultivation of this product has again been taken up in this district.

Some feeble attempts at cultivating cacao, I am told, are being made; the result, however, will not be seen for some years.

AGRICULTURAL METHODS.

No effort has been made to improve methods of cultivating the ground, the implements used by the planters being the same as those of fifty years ago; and there has been no progress in the treatment of the chief product, coffee, in spite of the constant depreciation of the bean.

INDUSTRIES.

There is no industry, properly so called, in this district. I may, however, mention that straw hats, boots and shoes, saddles, bridles, and cotton girths, all rudimentary and coarse in character, are made by the natives. There are some shoemaking establishments in the town, conducted by foreigners, which do a better class of work and employ men from the neighboring islands, the material being imported from France and England. This trade, although of little importance, is nevertheless increasing on account of the goods being cheaper than the imported ones.

HUGO JENSEN, *Consular Agent.*

JACMEL, *August 1, 1901.*

REPORT FROM CONSULAR AGENCY AT JEREMIE.

Imports from the United States into Jeremie for the year ended June 30, 1901.

Articles.	Quarter ending—				Total for the year.
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.	
Beer.....barrels..	45	60	42	30	177
Bottles.....dozens..	125	150	115	.....	390
Beef.....pounds..	85	100	85	76	366
Butter.....do.....	3,066	4,230	3,200	2,753	13,239
Bags (empty).....number..	5,000	10,000	2,000	.....	17,000
Buttons (shoe).....dozens..	25	.....	.....	.....	25
Codfish.....pounds..	10,022	12,438	11,472	9,987	43,914
Cheese.....do.....	190	223	196	92	701
Cod-liver oil.....box..	1	.....	.....	.....	1
Chemist products.....boxes..	3	.....	.....	.....	3
Chairs.....dozens..	10	25	12	6	53
Cement.....barrels..	20	250	46	110	426

Imports from the United States into Jeremie for the year ended June 30, 1901—Continued.

Articles.	Quarter ending—				Total for the year.
	Sept. 30, 1900.	Dec. 31, 1900.	Mar. 31, 1901.	June 30, 1901.	
Cotton goods.....ells..	140,500	190,853	125,593	120,124	577,070
Combs.....dozens..	200	422	300	200	1,122
Carmelle.....pounds..	92	159	115	92	458
Eyelets.....ells..	75,000	50,000	35,000	46,500	206,500
Elastic.....dozens..	136	184	184	124	444
Furniture.....pieces..	25	60	40	10	235
Flour.....barrels..	534	800	654	459	2,447
Fish.....do.....	8	15	12	10	45
Glasses.....do.....	5	12	12	10	17
Gin.....boxes..	25	52	30	15	122
Ham.....pounds..	1,101	2,084	1,530	1,056	5,721
Herrings.....barrels..	202	356	250	192	1,000
Do.....boxes..	722	945	742	673	3,082
Iron sheets.....pounds..	14,178	20,756	15,760	12,196	62,890
Ink flasks.....dozens..	7	8	6	9	29
Kerosene.....boxes..	102	250	175	122	649
Knives.....dozens..	40	40	22	22	102
Leaf lard.....pounds..	21,947	35,872	30,527	22,346	110,692
Milk, condensed.....boxes..	1	2	2	1	4
Matches.....do.....	10	12	15	7	54
Machetes.....gross..	130	250	96	96	475
Madras.....dozens..	100	210	95	75	480
Nails.....pounds..	3,448	2,758	2,957	1,253	10,416
Oats.....barrels..	40	45	82	20	187
Onions.....do.....	560	750	465	452	2,227
Oilcloth.....ells..	231	184	184	192	607
Potatoes.....barrels..	9	15	12	6	42
Paints.....pounds..	865	753	850	2,468	2,468
Prints.....ells..	70,600	125,645	113,548	45,043	364,836
Pork.....barrels..	305	456	253	276	1,290
Pins.....boxes..	2	3	1	6	6
Porter.....dozen bottles..	100	250	125	95	570
Rice.....pounds..	5,000	7,500	6,000	4,500	23,500
Soap.....boxes..	100	150	110	100	450
Shoes (small).....pieces..	444	250	175	75	944
Shoes.....dozen pairs..	80	150	78	80	388
Stockings.....dozens..	75	200	50	85	410
Sugar.....pounds..	13,206	20,796	15,947	9,576	59,525
Skins (farmed).....dozens..	12	40	10	8	70
Soda biscuits.....pounds..	600	750	450	475	2,275
Turpentine.....gallons..	280	250	150	75	675
Tallow.....pounds..	184	272	184	184	824
Tow.....do.....	184	92	76	76	362
Tongues (beef and pork).....barrels..	11	19	7	12	49
Tobacco.....pounds..	11,325	16,453	10,530	1,457	49,765
Vaseline.....box.....	1	20	10	5	40
Whisky.....boxes..	5	10	10	5	40
Woods.....feet.....	63,196	110,764	65,226	57,459	296,634
Sail awning.....ells..	264	184	253	96	797

L. TRABAUD ROUZIER,
Consular Agent.

REPORT FROM CONSULAR AGENT AT ST. MARC.

St. Marc is a small town of about 7,000 inhabitants, having a port with deep water in the bay of the same name.

The principal industry is agriculture, which, however, does not progress in any way. The people make a fair quantity of rum for home consumption, by means of distillation. In general, industry is poor throughout the country.

The import trade is mostly from the United States, which sends all the provisions consumed here, such as salt beef and pork, salt fish, flour, tobacco, etc. Dry goods are also brought from the United States, but in smaller quantities than from Europe, on account of higher prices and less favorable terms of credit.

Exports consist of logwood, cotton, and coffee, which are nearly all shipped to Europe. Formerly, a good part of the dyewood was sent

to the United States, but for four or five years all has been directed to European markets, where the prices are higher.

The climate is healthful and cool. There are only a few American citizens in this district.

Communication with New York is furnished by the Dutch, Atlas, and Cameron lines.

CHAS. MIOT, *Consular Agent.*

ST. MARC, *August 10, 1901.*

SUPPLEMENTARY.

Since my annual report of December, 1899, there have been no changes of importance in business. At that time, exporters were expecting a rise in the price of coffee, but instead, it fell to the lowest rate known; so that the efforts of the Government to lower the exchange on gold have met with no success. The premium, in spite of the diminution in the circulating medium, went up, and keeps at 150 per cent, more or less.

Again, part of this coffee formerly went to Hamburg when the stock at Havre was too large; but now the German Government asks for a treaty similar to that made last year with France, or a high duty will be imposed on coffee in Germany.

The last crop was not abundant, and the one now beginning, although precocious, will not exceed the ordinary average.

The minister of finance has presented a project to the chambers to retire 87 cents gold per 100 pounds of the export duty on coffee and to pay in gold the 25 per cent additional duty on imports.

The cotton crop has been pretty good and has given 3,227 bales, weighing 1,459,105 pounds; nearly 500,000 pounds more than last year. It is hoped that the new crop will yield still more, because much new ground has been planted with cotton this year.

The new crop of coffee will be more abundant than the last one, and the quality promises to be excellent.

Very little logwood goes to the United States. This year, it has not been in great demand in the European markets, and the price being low there has been a great diminution in the exportation.

There has been a gradual increase in importation. The greater part is represented by American provisions, and the remainder by dry goods imported from the United States and from Europe. The longer credits granted by European firms will always cause the preference for this trade to be given to Europe.

The sanitary condition of this district continues excellent.

CHARLES MIOT, *Consular Agent.*

ST. MARC, *September 12, 1901.*

DOMINICAN REPUBLIC. (SANTO DOMINGO.)

Reliable statistics for the six months ended June 30, 1901, are not obtainable in detail. The following shows the exports of this Republic for the calendar year 1900:

Articles.	Quantity.	Articles.	Quantity.
Campeachy wood	tons.. 2, 526	Shells	pounds.. 164
Mulberry wood	do. 131	Lignum-vitæ gum	do. 3, 538
Lignum-vitæ	do. 587	Horns	do. 6, 557
Yayas	do. 20	Bones	do. 900
Bera	do. 2, 188	Heron plumes	ounces.. 10
Lima wood	do. 2	Honey	gallons.. 89, 730
Dividivi	do. 563	Molasses	do. 47, 089
Mahogany (crutches)	feet.. 11, 870	Rum	do. 640
Mahogany logs	do. 792, 795	Bananas	bunches.. 284, 900
Espinilla wood	do. 89, 974	Goat skins	dozen.. 5, 706
Cedar wood	do. 212, 166	Sponges	barrels.. 17
Beeswax	pounds.. 316, 514	Starch	do. 70
Coffee	do. 3, 961, 539	Beeves	number.. 308
Cacao	do. 11, 231, 157	Horses	do. 26
Tobacco (in leaf)	do. 17, 392, 882	Mules	do. 3
Sugar	do. 107, 941, 606	Tobacco (manufactured) ..	packages.. 20
Hides	do. 401, 094	Guano	bags.. 1

The total value of the above exports is stated at \$6,005,864.22. Separate values are not given.

Receipts from imports for the same period amounted to \$2,392,051.74, and were collected at the following ports:

Santo Domingo	\$572, 214. 96	Azua	\$90, 721. 59
Puerto Plata	756, 501. 05	Samana	43, 930. 29
Macoris	478, 588. 71	Monte Christi	54, 785. 93
Sanchez	389, 625. 38	Barahona	7, 683. 83

The declared or appraised value of the imports from which the above receipts were obtained amounted to \$3,233,177.87. On some articles of import the duty is specific, on others it is according to value, but from the above figures it can be seen that the average rate is 70 per cent ad valorem. Although I have not the exact figures at hand, I am safe in saying that the value of imports for the year 1900 is considerably in excess of that for the preceding year, and the receipts of the Government are also larger.

INDUSTRY AND TRADE.

Sugar, tobacco, bananas, honey, hides, wax, and wood are the principal articles of export. Of late, considerable attention is being given to the growing of coffee, and in a few years I think this will be a large and profitable industry. The sugar crop of the past year was large and the yield satisfactory to the planters, but the low prices and the high export duty which was paid on early shipments have left but a small margin of profit. The outlook for this industry here is quite gloomy, and the opinion is general that unless some arrangement can be made with the United States, similar to that which will probably be made for the admission of Cuban sugar, the estates here will have to be abandoned. Nearly or quite half of the capital invested in sugar here is American, and this industry furnishes the bulk of the tonnage

carried in American vessels from these ports. The clerical forces and skilled laborers employed on nearly all the estates are American, the machinery, locomotives, cars, etc., are of American manufacture, and the electrical plants with their appliances, with which several of the estates have been supplied, have come from the United States. Unless some such arrangement is made, it seems likely that our exports to the island will decline.

In addition to the provision trade, 85 per cent of which we now furnish, we supply all of the lumber imported and a good portion of the other building materials, such as nails, hinges, locks, and other door fastenings. The covering of the house is usually of galvanized iron, and this article, which is constantly growing in demand, now comes almost exclusively from England. I find from a pretty thorough investigation that the small amount of this article which comes from the United States is much superior in quality, weight, and durability to its successful English rival, and of course costs a little more and must be sold at a higher price. "Six by 10.3 by 26" is the size of the English sheets, each of which weighs about 14 pounds, and cost £101 1s. 3d. (\$492.06) per ton. Cheapness rather than durability gives to articles in this market a decided advantage. What is said in regard to roofing material applies also to guttering and spouting. There is a fine and growing trade in this material, and I am sure that our manufacturers, with a little effort, could have the greater part.

I note with pleasure that our trade in several lines has largely increased in the past few years. Three years ago, it was hardly possible to find a shoe or a hat of American manufacture, but now they are handled by a good many houses. On a recent visit to the United States, I had as a fellow-passenger to New York a representative of a wholesale shoe house of that city, and he expressed himself as entirely satisfied with the sales he had made here.

FINANCES.

The financial condition of the Republic as it relates to trade is in a satisfactory state. By this I mean that currency maintains a steady rate of exchange, and the recent reduction of duty on a number of articles of import has brought larger profits to merchants, although consumers complain that prices remain the same. But according to a recent memorial by the minister of finance to the National Congress, the Government finds itself face to face with a large and growing deficit. Aside from the cost of putting down the recent attempt at revolution, the deficit is the natural result of the abolition of the export and the reduction of the import duty, which has been in effect about six months. The committee having in charge the minister's memorial has made a report recommending, among other things, a reduction of 20 per cent of the salaries of Government employees, including members of Congress. This measure, if adopted, will go far toward wiping out the deficit, and at the same time afford a rare example of patriotism. The Government continues the redemption and incineration of the old national-bank bills, whose issue brought large profits to several private persons and well-nigh ruin to the Government. At the sale made a few days ago, \$5,000 gold brought \$35,113 in these bills. The Government now has to its credit, in ashes, \$1,940,279 of these bills, which is nearly one-half of the entire issue.

RAILWAYS.

The Government owns the Central Railroad, running from Puerto Plata on the north to the large and flourishing city of Santiago, some 60 miles in the interior. This road encounters a mountainous grade soon after leaving Puerto Plata, which it climbs and descends by means of cog wheels. From the other side to the city of Santiago, it traverses a rich and fertile region populated by native agriculturists, whose products, mostly tobacco and cacao, make up the bulk of the freight carried by the road, from which it earned last year \$164,995.

The railroad from Sanchez, at the head of the Samana Bay, extends some 40 miles into the interior, and is the seaboard outlet of another region whose increasing production promises well for the road's future. It is said that the road is now paying expenses, but it is owned by an English corporation, and no Government revenue is derived from it. However, I believe that after a certain term of years the road, with all its equipment, will revert to the Government, as I understand that the Government does not grant perpetual corporate franchises.

NEW RAILWAYS.

Congress has renewed a concession to a Frenchman for building a railroad from this city to San Cristobel, distant some 25 miles. The grant allows either steam or electricity as a motive power. This road, if built, will reach the San Cristobel Mountains, which are said to contain valuable minerals.

What promises to be the most valuable concession yet granted by this Government was concluded a few days ago, by which Mr. Olof Zetterlund, a Swedish-American, is permitted to build a railroad from Romana to Seybo, and northward toward the Samana Bay. This road will extend through a rich valley that slopes seaward from the base of the mountain chain that extends along the southern coast of the bay. The entire valley is threaded with small rivers which rise in the hills to the north. Already, there are several flourishing villages through which the road will pass. The concession also carries with it the right to build and control a wharf and warehouse at Romana, with a fairly liberal tariff annexed. As soon as the work is begun, the Government binds itself to make Romana an open port, and 30 per cent of the Government revenues collected through it is to be set aside for immigration purposes; and it is understood that the money so arising will be expended under the supervision of Mr. Zetterlund. American capital is back of this enterprise, and there is good reason to believe that it will be a success. I may remark that this Government seems anxious to obtain desirable immigrants, and, as seen, has manifested that wish in a substantial way.

COTTON.

As mentioned in some of my former reports, the soil and climate of this Republic seem well adapted to the growing of all vegetation requiring exemption from frost. About a year ago, experiments were made in cotton growing, and these have resulted so satisfactorily that larger fields have now been planted, and some of the abandoned cane fields are being converted into cotton plantations. If the sugar industry has to be abandoned, I have no doubt that many of the fields now green with cane will in a few years be white with cotton.

MINING.

Recent discoveries of what appear to be extensive and valuable mineral deposits in the hills and mountains of San Cristobel have awakened interest in this industry, and steps have been taken looking to a development of these mines; and there is now a force of laborers working under the direction of an American expert engineer. American capital holds an option on the concession for operating these mines.

While gold has been found in small quantities in the bed of streams flowing from these mountains, it is only recently that the existence of copper ore of a superior quality, and in what is thought to be paying quantities, has been discovered. The Government has some sort of ownership of all minerals, whether found in public or private lands, and under the grant given in this instance, it will receive 2 per cent of the gross output.

C. L. MAXWELL, *Consul-General.*

SANTO DOMINGO, *October 24, 1901.*

SOUTH AMERICA.

ARGENTINE REPUBLIC.

BUENOS AYRES.

The Argentine Republic is one of those countries which excite the imagination of writers. Its rivers give unequalled facilities for transportation; its soil is wonderfully fertile; its woods are choice; its vast plains are covered with herds of cattle and sheep; its vegetable products abound.

Nevertheless, the shield has its reverse, and there are conditions which more or less harshly undeceive those who come with plans for settlement, business, or projects for internal improvements. In particular, Argentina lacks diversified industries and easy and cheap communication for men and commodities.

The trade in 1900 was:

Imports and exports for year 1900.

	Gold.
Total imports	\$113,485,069
Total exports	154,600,412

These were distributed as follows:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Africa		\$3,240,270	Italy	\$14,924,498	\$4,804,154
Germany	\$16,686,618	20,070,135	Holland	173,833	3,906,082
West Indies	19,689	438,251	Paraguay	1,860,948	161,613
Belgium	8,430,880	17,980,885	United Kingdom	38,662,758	23,890,686
Bolivia	122,422	578,646	Uruguay	520,449	2,302,599
Chile	124,214	870,003	Other countries	219,550	7,562,347
Brazil	3,741,577	6,185,507	To order		34,519,122
Spain	2,691,996	2,699,331			
United States	18,438,529	6,882,763	Total	113,485,069	154,600,412
France	10,897,866	19,007,960			

The United States sold \$2,028,317 less goods than in 1899, and the exports thither from the Argentine Republic in 1900 were \$784,760 less than in 1899.

The countries showing an increase in imports and exports in 1900 are:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Africa		\$2,286,905	Italy	\$1,144,426	
Germany	\$2,655,676		Holland	30,777	\$2,424,556
West Indies		172,312	Paraguay	489,299	
Bolivia	44,037	246,517	United Kingdom		2,169,096
Chile	18,095	210,079	Uruguay	13,462	
Spain	494,116	984,000	To order		5,976,747

The countries showing a decrease in imports and exports in 1900 are:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Germany.....		\$9,363,530	France.....	\$81,824	\$22,438,787
West Indies.....	\$24,456		Italy.....		622,458
Belgium.....	879,599	6,497,485	United Kingdom.....	4,988,668	
Brazil.....	1,064,239	856,161	Other countries.....	52,214	2,978,039
United States.....	2,028,317	784,760	Uruguay.....		1,178,749

The following are the imports and exports for the first six months of the year 1901, compared with the same period of 1900:

Total imports for first six months:

1900.....	\$56,527,693
1901.....	56,619,775

Total exports for first six months:

1900.....	94,099,151
1901.....	97,776,764

The imports and exports for the first six months of 1901 were distributed among the following countries:

Country.	Imports.	Exports.	Country.	Imports.	Exports.
Africa.....		\$1,417,865	France.....	\$5,276,479	\$16,511,941
Germany.....	\$8,707,668	14,108,983	Italy.....	7,784,312	2,459,970
West Indies.....	56,064	264,725	Holland.....	88,911	1,819,812
Belgium.....	4,238,450	8,867,651	Paraguay.....	872,986	132,906
Bolivia.....	54,698	447,409	United Kingdom.....	18,452,332	15,478,432
Brazil.....	1,820,701	4,080,947	Uruguay.....	888,668	2,111,313
Chile.....	60,335	847,041	Other countries.....	181,299	4,511,667
Spain.....	1,958,023	1,034,906	To order.....		20,826,661
United States.....	6,854,849	3,864,906			

The total imports into the Argentine Republic from the year 1892 to June 30, 1901, were:

1892.....	\$91,482,163	1897.....	\$98,288,948
1893.....	96,223,628	1898.....	107,428,900
1894.....	92,778,625	1899.....	116,850,671
1895.....	95,096,438	1900.....	113,485,069
1896.....	112,163,591	1901 (six months).....	56,619,775

The total exports from the Argentine Republic from the year 1892 to June 30, 1901, were:

1892.....	\$113,370,337	1897.....	\$101,169,531
1893.....	94,090,159	1898.....	133,829,458
1894.....	101,687,986	1899.....	184,917,531
1895.....	120,067,790	1900.....	154,600,412
1896.....	116,802,016	1901 (six months).....	97,776,764

The exports, by articles, for the year 1900, were:

Oxhides:		Wheat.....	tons..	2,042,167
Dry.....	number..	Maize.....	do..	740,685
Salt.....	do..	Linseed.....	do..	201,093
Horsehides:		Flour.....	tons..	37,916
Dry.....	do..	Bran.....	do..	68,915
Salt.....	do..	Pollards.....	do..	154,821
Sheepskins.....	bales..	Oilseed.....	bags..	112,123
Hair.....	do..	Quarters beef.....	number..	261,365
{ Pipes.....	23,868	Hay.....	bales..	1,423,967
{ Casks.....	36,213	Quebracho wood.....	tons..	221,223
{ Hogsheads.....	22,638	Tobacco.....	bales..	14,887
Goatskins.....	bales..	Butter.....	cases..	40,487
Wool.....	do..	Sugar.....	tons..	17,855
Frozen wethers.....	number..			

Average weights.

One bale of wool, 450 kilos (992 pounds); 1 bale of sheepskins, 450 kilos (992 pounds); 1 bale of hair, 450 kilos (992 pounds); 1 bale of goatskins, 370 kilos (816 pounds); 1 bale of hay, 50 kilos (110 pounds); 1 pipe of tallow, 400 kilos (882 pounds); 1 hogshhead of tallow, 200 kilos (441 pounds); 1 cask of tallow, 100 kilos (220 pounds); 1 case of butter, 25 kilos (55 pounds).

The exports of cereals for the first six months of 1901 were:

Wheat.....	tons..	775,044
Maize.....	do....	481,956
Linseed.....	do....	353,427

The export of wheat for the first six months of 1901 was 775,044 tons, against 1,528,000 tons in the same period of 1900, or a decrease of 753,000 tons.

EXPORTATION OF WOOL.

The commercial statistics give the following for the exportation of wool, from October 1 to July 12, of the years 1896-97 to 1900-1901:

Year.	Bales.	Pounds.
1896-97.....	448,465	444,877,280
1897-98.....	450,225	446,623,200
1898-99.....	449,083	445,490,336
1899-1900.....	414,105	410,792,160
1900-1901.....	424,224	430,750,208

EXPORTS OF LIVE STOCK AND FROZEN MUTTON.

In 1890, 20,000 tons of frozen mutton was exported, 43,000 tons of jerked beef, 663 tons of frozen beef, 50,000 live sheep, and 150,000 live cattle. The exports of live stock to Europe were 5,240 live cattle and 24,670 sheep, and to Brazil 3,776 cattle.

The live cattle exported in 1890, 1895, and 1900 were:

Exports of live cattle.

To—	1890.	1895.	1900.
Europe.....	5,240	53,423	34,697
Brazil.....	3,776	80,475	21,976
Chile.....	63,519	97,417	26,488
Bolivia.....	6,258	17,270	6,106
Uruguay.....	71,108	158,663	54,906
Various ports.....	102	878	1,539
Total.....	150,003	408,126	145,706

Exports of live sheep.

To—	1890.	1895.	1900.
Europe.....	24,671	391,367	158,997
Brazil.....	3,633	11,277	667
Bolivia.....	3,920	4,814	4,708
Chile.....	8,700	17,009	2,218
Uruguay.....	9,078	5,059	2,316
Various ports.....		420	13,951
Total.....	50,002	429,946	182,851

LUMBER IMPORTS.

The imports of lumber for the year 1900 were:

Articles.	Quantity.	Value (gold).
Mahogany.....square meters.....	245	\$78
Cedar.....cubic meters.....	28,590	278,622
Oak.....square meters.....	26,779	18,156
Staves.....number.....	180,296	196,669
Walnut.....cubic meters.....	228	12,802
White pine.....do.....	61,017	842,507
Pitch pine.....do.....	157,120	1,902,520
Spruce.....do.....	100,421	1,004,706

The imports of lumber for the first six months of 1901 were:

Articles.	Quantity.	Value (gold).
Mahogany.....square meters.....	5,958	\$1,786
Cedar.....cubic meters.....	11,468	137,728
Oak.....square meters.....	8,921	470
Oak.....cubic meters.....	958	26,701
Staves.....number.....	101,070	106,486
Walnut.....square meters.....	228,570	27,428
Walnut.....cubic meters.....	247	13,898
White pine.....do.....	26,654	424,199
Pitch pine.....do.....	108,077	1,236,938
Spruce.....do.....	88,876	888,776

EXPORT OF QUEBRACHO WOOD AND ITS PRODUCTS.

The export of quebracho wood for the year 1900 was 239,836 tons, with a value of \$2,398,362 gold, and for the first six months of 1901 106,427 tons; value, \$1,064,427 gold. The export of sawdust of quebracho wood for the year 1900 amounted to 10 tons, with a value of \$100 gold; for the first six months of 1901, there was none exported. Extract of quebracho wood exported during the year 1900 amounted to 5,957 tons; value, \$595,701 gold, and for the first six months of 1901 to 1,349 tons; value, \$154,861.

IMPORTS OF MINERAL OILS.

The total imports of mineral oils for the year 1900, from were:

Benzine.....	\$6,530	Linseed oil.....	\$40,282
Turpentine.....	138,646	Lubricating oil.....	546,646
Gasoline.....	2,587	Petroleum.....	1,117,047
Colza oil.....	30,725	Naphtha.....	472,654

The total imports of mineral oils for first six months 1901, were:

Benzine.....	\$29,088	Linseed oil.....	\$12,522
Turpentine.....	495,769	Lubricating oil.....	207,875
Gasoline.....	12,522	Petroleum.....	567,353
Colza oil.....	84,249	Naphtha.....	300,887

BUENOS AYRES.

The city of Buenos Ayres, capital of the Argentine Republic, was first founded by Don Pedro de Mendoza in 1535, destroyed by the Quarandies Indians in 1537, rebuilt and destroyed in 1539, and finally

founded by Don Juan de Garay on June 11, 1580. In 1650, there were about 400 houses. In 1852, the city had 76,000 inhabitants; in 1864, 140,000 inhabitants; in 1869, 177,787; in 1887, 400,000; in 1895, 600,000, and in 1900, 810,000.

The city is situated on the right margin of the river Plata, which at this point is 45 kilometers (27.9 miles) wide, and it is 20 meters (65.6 feet) above sea level. It is 200 kilometers (124 miles) west of Montevideo, capital of Uruguay. It has an area of 18,141 hectares (44,826 acres) and in extent is one of the largest cities of the world. It is larger than Paris, Berlin, Bordeaux, Glasgow, Edinburg, Dublin, Hamburg, Genoa, or Vienna, but is smaller than London, Marseilles, or Manchester.

The form of the city is like a chessboard, in which the blocks are 100 meters (328 feet) long. The majority of the streets are narrow, but a few are 10 meters (32.8 feet) wide. The principal avenues are 30 meters (98.4 feet) wide, as the Avenida de Mayo, which runs from east to west; it is paved with asphalt and lighted by electricity. Besides the avenues there are 72 parks. The streets of the city are paved with asphalt, wood, paving blocks, macadam, and rubble.

The drainage works, commenced in 1874, were finished in 1890 at a cost of \$33,000,000 gold, and discharge into the river Plata, near Quilmes, 25 kilometers (15.5 miles) from the city.

The principal docks and ports of the country are in Buenos Ayres, and they are said to be among the finest in the world.

POPULATION.

The annual increase in the population of Buenos Ayres is extraordinary, as will be seen from the following table, which gives the increase in some of the most important cities in 1900, viz:

Increase of population of Buenos Ayres as compared with other cities.

City.	Population Dec. 31, 1899.	Population Dec. 31, 1900.	Increase.	
			Absolute.	Relative. <i>Per cent.</i>
Buenos Ayres	796, 823	821, 298	25, 970	3.3
London	4, 589, 120	4, 589, 120		
Glasgow	733, 908	743, 969	10, 066	1.4
Liverpool	634, 212	634, 780	568	.1
Manchester	548, 902	548, 768	4, 866	.9
Birmingham	514, 966	519, 610	4, 654	.9
Leeds	423, 889	431, 287	7, 398	1.7
Sheffield	361, 169	365, 922	4, 753	1.3
Edinburgh	298, 927	302, 262	3, 385	1.1
Nottingham	239, 304	242, 676	3, 372	1.4
Hull	234, 270	238, 736	4, 466	1.9
Newcastle	228, 625	234, 369	5, 744	2.5
Leicester	218, 851	219, 189	5, 318	2.5
Amsterdam	515, 027	523, 743	8, 716	1.7
Berlin	1, 747, 903	1, 767, 606	19, 702	1.1
Vienna	1, 606, 629	1, 639, 811	33, 182	2.1

Of the total population of the Republic, 4,500,000 inhabitants, 18 per cent reside in the capital.

The total births during the year 1900 were 32,178. The number of deaths, from all diseases, was 16,504, an increase of 2,937 over 1899.

AGRICULTURE.

The leading agricultural provinces in the Republic are Santa Fe, Buenos Ayres, Cordoba, and Entre Rios. The area sown for the 1900-01 crop is estimated as follows:

Province.	Wheat.		Linseed.	
	Hectares.	Acres.	Hectares.	Acres.
Buenos Ayres	1,482,854	3,684,182	348,278	860,596
Santa Fe	917,000	2,265,907	108,684	268,558
Cordoba	626,600	1,548,829	91,520	226,146
Entre Rios	281,296	696,080	58,800	145,296
Remainder (10 provinces)	72,000	177,912	.....	.....
Total	3,379,749	8,351,860	607,352	1,500,594

The exports of the principal agricultural products since 1894 have been, in tons:

Exports of principal agricultural products.

Year.	Wheat.	Maize.	Linseed.
1894	1,608,000	54,876	104,435
1895	1,010,000	724,318	276,448
1896	523,000	1,570,517	229,676
1897	101,845	874,942	162,477
1898	645,161	717,106	158,904
1899	1,713,429	1,116,276	217,713
1900	2,042,167	740,685	201,098

The export estimates for the year 1901 are 1,250,000 tons of wheat and 400,000 tons of linseed.

PASTORAL.

Argentina is, essentially, a pastoral country, and it is only of late years that agriculture has assumed its present importance. The provinces of Buenos Ayres, Entre Rios, and Corrientes are the principal live-stock raisers.

The imports of fine live stock (which are admitted duty free) have been heavy for the past few years, as Argentine cattle raisers have spent large sums of money in improving their stock. Argentine ports were closed to the importation of fine live stock from England, France, and other countries in 1900, on account of several shipments having arrived with foot-and-mouth disease among the cattle.

The imports during the past five years have been:

	1896.	1897.	1898.	1899.	1900.
Cattle	1,023	1,836	957	2,183	732
Sheep	111,809	57,400	31,015	42,614	10,896
Horses	190	257	298	202	280

The above figures include every class of animals.

The export trade in live stock (no export duty) has become very important, but the outbreak of the foot-and-mouth disease closed English and European ports to Argentine live stock.

The export of live stock in 1898, 1899, and 1900 was as follows:

	Cattle.	Sheep.	Horses.	Mules.
1898	121, 329	574, 285	5, 037	2, 109
1899	106, 346	500, 866	4, 394	865
1900	89, 626	169, 614	27, 660	849

The large export of horses was principally for account of the British Government, for use in the South African war, the average price being between \$30 and \$35 gold.

There are three meat-freezing establishments in the country, and it is expected that this industry will be considerably developed within the next few years, on account of the stoppage of the live-stock export trade. The three factories are Sansinena's, with works at Barracas al Sud; the River Plate Fresh Meat Company, at Campana, and the Las Palmas Produce Company, at Zarate, all within this consular district.

The exports of frozen meat for the past three years have been—

	1898.	1899.	1900.
Mutton.....carcasses..	2, 464, 941	2, 485, 949	2, 372, 969
Beef.....quarters..	65, 000	118, 431	261, 365

The butcher industry is also a very important one. The principal products are jerked beef (exported to Brazil and Cuba) and preserved meat and extract of meat, which are exported to Europe.

Argentina is one of the principal wool-producing countries of the world. The clip commences in September and the exports in October. The export in bales during the past five years is given under the heading "Exportation of wool."

TARIFF VALUATIONS.

Argentina is a protectionist country and sustains several industries, all of which have to import their raw material.

The imports are valued according to a tariff arranged by a committee of merchants appointed by the Government. This tariff of values has to be approved by Congress; it has no connection whatever with invoice prices or bills of lading, except for goods not mentioned in the official tariff. Up to 1900, the tariff was fixed annually, but in that year Congress ordained that it should remain in force for three years. This is of great importance to importers. The valuation of exports subject to duty is arrived at in the same manner, and the value of undutiable products is taken from average market rates.

The imports and exports of gold and silver bullion and specie in the past five years have been:

Year.	Imports.	Exports.	Total.
1895	4, 723, 338	118, 275	4, 841, 608
1896	6, 068, 345	2, 178, 591	8, 242, 236
1897	663, 378	4, 936, 088	5, 599, 466
1898	7, 296, 901	1, 672, 772	8, 971, 673
1899	2, 891, 777	281, 575	2, 628, 352
1900	7, 100, 764	8, 008, 499	10, 109, 263

SHIPPING AND NAVIGATION.

The number and tonnage of vessels arriving from foreign ports during the past five years have been:

Year.	Sailing vessels.		Steamships.	
	Number.	Tonnage.	Number.	Tonnage.
1895	3,481	785,633	6,496	5,461,468
1896	4,089	783,588	7,791	6,331,879
1897	3,596	544,791	7,063	5,640,271
1898	3,232	626,363	6,866	5,928,765
1899	3,319	646,518	6,829	6,298,049

The ocean-going steamers entering the docks at this port have numbered:

Year.	Number.	Tonnage.
1895	1,046	2,490,768
1896	1,107	2,758,540
1897	901	2,842,891
1898	1,068	2,913,914
1899-1900	2,780	4,799,877

ARGENTINE PORT CHARGES.

The fixed charges which have to be paid by steamers and sailing vessels arriving at any Argentine port are:

Classification.	Charge.
Light dues: Punta Indio and Chico Bank together, per register ton.....gold..	\$0.07
Health dues: Vessels with clean bill of health, per register ton.....do....	.01
Vessels with foul bill of health, per register ton.....do....	.02
Bills of health: Steamers and sailers.....paper..	6.00
Stamped paper: The manifest and store list must be translated into Spanish and presented at the customs, bearing, for steamers, an official stamp (for the first sheet) of a value.....paper..	100.00
For each subsequent sheet required.....do....	1.00
For sailing vessels of over 500 tons register.....do....	55.00
For each additional sheet.....do....	1.00
Crew list.....do....	2.00
Vessels arriving in ballast require stamped paper for entry half the value of that necessary when arriving with cargo, and pay for light dues, instead of \$0.07 gold.....gold..	.005
Steamers with packet privileges require no special permit for taking in cargo, and on clearing only present a statement of goods taken on board, on stamped paper of a value of.....paper..	25.00
Sailing vessels leaving in ballast are charged.....do....	1.00
When loading, a special permit called "opening register" must be taken out, which costs.....paper..	55.00
When clearing with cargo or "closing register," the stamped paper required amounts to.....paper..	50.00
Cargo steamers pay for packet privileges.....do....	200.00
Passenger steamers provided with disinfecting stove, for each voyage.....do....	100.00
Besides stamped paper in both cases.....do....	8.00
Steamers that have paid \$100 for inward manifest or sailing vessels that have paid \$65 for same in any Argentine port have only to pay \$3 paper for the first and \$1 for each additional sheet of stamped paper in all other Argentine ports where they may discharge cargo.	

All vessels that arrive in an Argentine port, Buenos Ayres port only excepted, have to pay anchorage dues at the rate of \$0.01 paper per register ton. Vessels exclusively occupied in coasting trade pay \$0.005 paper per register ton.

Steamers arriving with general cargo as a rule pay agents a commission on the amount of the freight for attending to the ship's inward business, when nothing is stipulated to the contrary in the charter party, in addition to a fee of \$50 gold for giving entry at custom-house; for clearing in ballast, \$25 gold; for clearing with cargo, \$100 gold; this last fee covers custom-house work in a second Argentine port.

Sailing vessels.—For giving entry at custom-house, \$25; for clearing in ballast, \$15; for clearing with cargo, \$50. The above are the usual fees charged in Buenos Ayres, La Plata, and Rosario, but in the smaller river ports, the custom-house business is frequently done for a reduced fee.

Brokerage.—On steam charts, 4 per cent; on sail charts, 5 per cent, including an address commission.

Pilotage in the port of Buenos Ayres.—Steamers or sailing vessels towed from the outer roads to the anteport (i. e., the entrance to the south basin), or vice versa, pay pilotage according to the following tariff in proportion to their register tonnage: Steamers or sailing vessels, from 120 to 300 tons, \$15 paper; from 301 to 500 tons, \$20 paper; from 501 to 1,000 tons, \$25; from 1,001 to 1,500 tons, \$30. Vessels of more than 1,000 tons register pay \$35. For every change of position in the port (Riachuelo), vessels of more than 1,000 tons pay \$6 paper and those of less tonnage pay \$4. Vessels that enter or leave in ballast pay only 75 per cent of amounts rated. This reduction applies equally to shifts, etc., in the port of Riachuelo.

The charges for the use of the graving docks at the port of Buenos Ayres are:

Entrance dues.

Gold.

For the first 500 tons register.....	\$50
For each 200 tons in excess.....	10

Dock dues.	Per day and per ton.	
	First day.	Subsequent day.
On the first 500 tons register	Gold. \$0.18	Gold. \$0.09
On the next 250 tons register .....	.16	.08
Do .....	.14	.07
Do .....	.12	.06
On exceeding 1,250 tons register .....	.10	.05

Fractions of a ton are counted as a ton and vessels of under 500 tons register pay the dues chargeable on a vessel of 500 tons. Work can be done at night by an extra payment of \$0.04 gold per ton register per night. Fractions of a day are counted as a whole day for the purpose of calculating these dues.

Distances in nautical miles from Buenos Ayres to various ports on the south coast (South Atlantic).

Miles.

From Buenos Ayres to Bahia Blanca.....	534
From Buenos Ayres to Patagones.....	648
From Buenos Ayres to Puerto Madryn.....	838
From Buenos Ayres to Cape Rasa	986
From Buenos Ayres to Camarones Bay	1,034
From Buenos Ayres to Puerto Deseado	1,253
From Buenos Ayres to Santa Cruz	1,481
From Buenos Ayres to Puerto Gallegos	1,635
From Buenos Ayres to San Sebastian	1,777
From Buenos Ayres to Port Cook	1,995

All these ports are within this consular district, which extends as far as Cape Horn.

PORTS, DOCKS, AND WHARVES.

The principal ports of the Argentine Republic are Buenos Ayres, La Plata, Rosario, and Bahia Blanca. At Buenos Ayres there are extensive port works; at La Plata there is a fine dock, while at Bahia Blanca the great Southern Railway Company is constructing extensive wharves. The Government is calling for tenders for the construction

of docks and a port at Rosario. The ports of secondary importance are Villa Constitucion, San Nicolas, Santa Fe, and Parana. The majority of the trade of the country passes through Buenos Ayres, the percentage for the past three years being:

Imports:	Per cent.
1898.....	85.80
1899.....	87.20
1900.....	87.10
Exports:	
1898.....	53
1899.....	54.50
1900.....	44.7

There are two ports, the inner and the outer. The former comprises the north and south basins, the docks, and the Boca del Riachuelo, and the latter the outer roads and channels. Work is being carried on in another dock, known as the Buenos Ayres Southern Dock, by the Great Southern Railway Company. With the present accommodation of Buenos Ayres, 20,000,000 tons of shipping can be dealt with. The south channel has a depth of 17 to 22 feet, and is 11 miles long. The north channel has a depth of 20 to 23 feet. Both channels are 350 feet wide at entrances, and are marked by buoys. The Buenos Ayres docks comprise 2 basins and 4 docks, which are protected by a sea wall $3\frac{1}{4}$ miles long. There are swing bridges over the channels between the docks, a complete service of hydraulic cranes, and a network of railway lines, which connect with the railway systems of the country. The port is fitted with the best modern requirements. At the northern extremity are situated the graving docks, two in number; the one on the west side being 491 feet long by $65\frac{1}{4}$ feet wide, and the other 590 feet long by $65\frac{1}{4}$ feet wide. The width of the entrances is 59 feet.

The port of La Plata has a total length of quays of 3,000 meters (3,270 yards). This port is accessible for vessels drawing 24 to 25 feet.

BREWERIES.

According to the census of 1895, there were 61 breweries in the country, with a capital of \$8,843,589. In 1894, the breweries brewed 156,414 hectoliters (4,128,330 gallons) of beer. Twelve belonged to Argentines and 49 to foreigners. The machinery amounted to 1,120 horsepower and the capacity of the vats was 2,220 hectoliters (58,608 gallons). Eleven of the breweries had freezing machinery.

Four of the breweries are situated in the city of Buenos Ayres, and 33 in the province of Buenos Ayres.

DISTILLERIES.

In 1895, there were 131 distilleries at work in the country, not taking into account those attached to sugar mills, which numbered 51, making a total of 182. The returns in 1895 of the 131 distilleries gave a capital of \$15,012,366, and the total output of alcohol was 264,837 hectoliters (6,991,697 gallons) and 63,589 hectoliters (1,678,750 gallons) in the sugar mills, making a total of 328,426 hectoliters (8,670,447 gallons). The capacity of the machinery was 4,030 horsepower. The alcohol is made principally from maize. In Tucuman, it is also made from potatoes.

The production for 1899 was: Light wines, 1,001,129 liters (2,514,473 gallons); for consumption, 9,997,841 liters (2,641,179 gallons); denaturalized, 1,410,799 liters (372,698 gallons). No statistics for 1900 are available.

MILLING.

This is the oldest industry established in the country. The first flour mill was constructed in 1580, in Cordoba. It was an hydraulic one. In 1845, the first steam flour mill was established in Buenos Ayres. In 1895, there were 659 mills, of which 234 were worked by steam, 303 by water, 17 by steam and water. The total power of the steam mills was 7,073 horsepower and of the water mills 3,428. The total amount of wheat milled in 1894 was about 600,935 tons and the flour produced 383,147 tons. The capacity of the mills per twenty-four hours is 4,117.6 tons of wheat, or, say, about 1,200,000 tons per year.

The export of flour for the past ten years has been:

	Tons.		Tons.
1890.....	12,018	1895.....	53,935
1891.....	7,015	1896.....	51,732
1892.....	18,489	1897.....	41,443
1893.....	37,941	1898.....	31,933
1894.....	40,758	1899-1901.....	110,667

The greater portion (90 to 95 per cent) of the flour is sent to Brazil.

Early in 1901, a millers' conference was held, under the presidency of the minister of agriculture, to consider the best means of improving the situation of the milling industry.

VINICULTURE AND THE WINE INDUSTRY.

The cultivation of the vine is making headway in this country. In seven years, 1888-1895, the area planted with vineyards increased from 25,654 hectares (63,391 acres) to 33,459 (82,677 acres); in 1900 it was 36,000 hectares (88,956 acres), valued at \$9,500,000 gold. The soil suitable for vine culture extends from Salta to Rio Negro, but it is in Mendoza and San Juan that the most progress has been made. There are also important vineyards in Buenos Ayres, Entre-Rios, Catamarca, La Rioja, Cordoba, Salta, San Luis, and Santa Fe. There is a school of viniculture in Mendoza, supported by the National Government. *Phylloxera* has not spread among the vines. In 1900, the value of wines imported was \$5,637,234. Ordinary wines in casks were imported to the amount of 453,777 hectoliters (11,979,713 gallons). In 1900 the production of wine was 650,000 hectoliters (17,160,000 gallons). The cost of planting a hectare (2.4 acres) in Mendoza is about \$3,200. According to the 1895 census, there were 949 establishments in the country making wine from grapes. Of these, 433 were in the province of Mendoza, 231 in San Juan, 100 in Cordoba, and 80 in Rioja.

DAIRY INDUSTRY.

It is only of late years that this industry has come to the front, and now it is extending rapidly. Large dairies are springing up in the principal pastoral provinces; numerous milk shops are to be found in the city of Buenos Ayres, and the system of taking the cow around to the house to be milked is only followed in the suburbs and provincial

towns. The dairies prepare pasteurized, maternized, and sterilized milk.

The export of dairy products has been as follows:

Produce.	1900.		1899.		1895-1899.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Butter.....tons..	1,056	\$263,939	1,779	\$294,874	4,108	\$1,025,799
Cheese.....kilos..	856	171	8,526	1,651	•106	20,957

*Tons.

IRON AND STEEL INDUSTRIES.

These are among the principal industries of the country. According to the census returns of 1895, there were 154 iron foundries in the country, with a capital of \$7,635,823, and 166 repair shops, with a capital of \$6,818,178. Every class of machinery is manufactured, and there are several establishments which turn out small steam engines and boilers.

The imports of raw material have been:

Description.	1900.	
	Quantity.	Value.
Steel ingots and sheets.....tons..	672	\$67,247
Iron ingots and sheets.....do.....	36,708	1,435,991
Iron columns and beams.....do.....	14,919	596,327

Several of the railway and tramway companies now construct their passenger and freight cars in the country, the wheels being the only parts that are imported.

The local safe makers now command nearly the entire trade, and imports in this line, which were 55 tons in 1899, were only 32 tons in 1900.

MATCH FACTORIES.

There were in 1900 seven match factories in the country, of which four are working and three shut down. Matches have to pay an excise tax. Those known as wax matches, national or imported, pay for each box containing not more than seven dozen matches, one cent paper. Boxes containing a greater number pay a proportionate tax. Wood matches pay half a cent per box containing not more than seven dozen.

In 1900, the imports of special thread for match making amounted to 124,448 kilos (274,358 pounds), and the matches imported amounted to 28 kilos (62 pounds) of wax and 6,273 kilos (13,829 pounds) of wood matches, as against none of wax in 1899 and 339 kilos (747 pounds) of wood matches in 1899. The imports for five years, 1895-1899, were 115,670 kilos (255,000 pounds) of wax and 33,234 kilos (73,268 pounds) of wood matches. From these figures, it is seen that wood matches are coming more into use. There is one factory of wood matches in the country.

TOBACCO INDUSTRY.

Tobacco has been grown in the province of Tucuman and Corrientes for many years. In 1895, the area under cultivation was 15,695 hectares (38,782 acres), distributed as follows: Corrientes, 6,598 (16,303 acres); Tucuman, 2,749 (6,792 acres); Misiones, 2,310 (5,708 acres); Cordoba, 1,222 (3,020 acres); Salta, 922 (2,278 acres); Jujuy, 520 (1,285 acres); Catamarca, 518 (1,298 acres); Chaco, 422 (1,043 acres); Santa Fe, 184 (454 acres); Entre Rios, 130 (321 acres); Buenos Ayres, 112 (277 acres); Formosa, 102 (252 acres); San Juan, 3 (7.4 acres); San Luis, Mendoza, and Rioja, 1 (2.4 acres) each.

In 1895, there were 584 factories of tobacco in the country, with a capital of \$14,433,435; at the end of 1900, there were 1,187 factories inscribed in the inland revenue department, of which 210 were classified as of the first category and 977 as of the second. The excise tax on tobacco has produced the following amounts: 1896, \$4,580,732 paper currency; 1897, \$4,750,699; 1898, \$8,331,340; 1899, \$10,753,409.

TEXTILE AND OTHER FACTORIES.

In 1900, there were sixteen weaving factories in the country, with a capital of \$10,000,000 paper currency, giving employment to 6,200 people, of whom 5,200 are women and 600 children under 14 years of age. All the raw material is imported, with the exception of wool, which is nearly all prepared in the country. There are five canvas factories in Buenos Ayres, with a capital of \$2,500,000, giving employment to 2,000 persons, of whom 1,800 are women and children. The yearly output is 4,500,000 meters (4,905,000 yards). In 1899, there were three bag factories in Buenos Ayres. The imports of raw material for textile factories in 1899 and 1900, as well as the average from 1895 to 1899, were:

Description.	1900.		1899.		1895-1899.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Felt, for hats .....dozen..	2,603	\$24,630	5,698	\$56,464	1,789	\$73,070
Spun wool .....kilos..	308,260	29,392	325,120	221,743	782,327	661,636
Washed wool.....do....	24,182	4,835	10,371	1,794	72,152	17,145
Spun cotton .....do....	2,431	865,013	2,547	1,018,337	8,897	3,560,371
Cotton, raw .....do....	119,380	35,814	96,716	24,180	481,373	110,366
Hessian .....tons..	22,165	3,368,547	31,680	6,315,999	109,950	21,990,013
Agave thread .....kilos..	169,103	13,342	292,531	20,478	2,190,060	152,956
Agave, raw.....do....	845,015	58,416	977,192	58,631	5,083,735	304,713

The hat factories in the Republic are represented by a capital of \$10,000,000, and give employment to 6,700 persons, of whom 2,300 are women and children. There are 227 factories in the country, of which 30 employ steam power. A Belgian company will shortly establish a factory in Buenos Ayres for preparing the hair required for the hat industry; this is now imported.

Hemp is plentiful in Mendoza and cotton in Tucuman, and ramie and jute in both provinces. In the province of Mendoza, the municipality of Guaimallen has established small works for preparing the raw material. The requirements of the country, in bags and twine, for its

agricultural and pastoral industries are indicated by the following figures:

Imports.

Description.	1900.		1899.	
	Quantity.	Value.	Quantity.	Value.
Bags, hessian..... tons..	6,484	\$1,014,337	691	\$138,202
Bags, tarred..... kilos..	59,743	14,986	48,235	12,071
Hessians..... tons..	22,165	3,368,547	31,980	631,999
Twine, for binders..... do..	3,123	624,606	3,954	790,871
Twine, for binding wool..... kilos..	315,561	31,792	189,514	22,742
Twine, various..... tons..	523	153,917	222	834,983
Spun jute..... do..	636	50,732	416	32,604
Cotton bags..... do..	424	212,140	187	95,678

According to the 1895 census, there were 2,180 acres planted with cotton. The northern provinces and territories are the most suited for the cultivation of this plant.

MINING.

The principal mining districts are Catamarca, La Rioja, San Juan, San Luis, Salta, Mendoza, and Cordoba. In Catamarca, there are valuable copper mines containing gold and silver. There are also smelting works. In La Rioja, there are rich copper veins, containing gold and silver, and smelting works. Mines are being worked in Mendoza and San Juan. Rich iron ore has lately been discovered in the province of Cordoba. Gold is also being worked, especially in San Luis, and it has lately been discovered in Entre Rios, on the Uruguayan coast. Gold is also found in Jujuy and in Chubut and in the far south. Coal is found in San Rafael, Mendoza, and in the far south, but is not yet being worked. Petroleum exists in Mendoza and Jujuy, and salt is found in large quantities in the interior and in the far south. Borate of lime is found in Jujuy and Salta. Mining is governed by the mining code. That the mineral resources of the country have not been developed to the extent that they are capable of is due largely to the difficulties of transport. These are, however, being gradually overcome. The Government will shortly construct a cable railway to the Famatina mines in La Rioja, which will be of immense service to the industry in that district.

The total value of minerals exported has been: 1900, \$262,222 gold; 1899, \$238,562; 1895-1899, \$1,177,293. Considerable attention was given in 1900 to the borate fields in Jujuy and Salta, the former being worked by a Belgian syndicate.

PAVING.

Considerable activity has been noted during the past few years in the paving of the streets of the city of Buenos Ayres. The materials generally used are granite blocks, algarroba-wood blocks, and asphalt. The granite blocks are provided by the quarries in the neighborhood of Tandil, in the province of Buenos Ayres, and elsewhere. Algarroba wood is supplied by the upper provinces, while asphalt is imported. It is stated that beds of asphalt have lately been discovered in the province of Jujuy.

The cost of the various systems of paving in the city of Buenos

Ayres in 1900 was as follows: Granite paving, with lime-concrete foundation, \$7.45 to \$10.98 per square meter; average, \$8.83. Granite, with cement concrete, \$10.73 to \$37 per square meter; average, \$11.87. Granite, with sand foundation, \$6.44 to \$6.50 per square meter. Wood paving on concrete, \$12.20 to \$12.60 per square meter. Asphalt, \$14.50 to \$14.90 per square meter. Wood has lately been laid at \$11 to \$11.50 per square meter.

CENTRAL PRODUCE MARKET.

A company has a concession from the provincial government of Buenos Ayres for constructing a central market at the terminus of the Western Railway of Buenos Ayres on the Riachuelo River.

The movement of market produce during the past three years was:

	1897-98.	1898-99.	1899-1900.
Wool.....tons..	135,698	140,749	111,124
Hides.....do..	86,802	36,518	34,672
Cereals.....do..	13,587	53,650	2,542
Various.....do..	12,399	12,438	12,636
Total.....do..	198,486	343,355	160,978
Wagons entered.....number..	53,665	63,283	48,496
Arrivals by water.....tons..	34,437	26,868	22,399
Arrivals by cart.....do..	15,998	10,329	10,623

The falling off in receipts for 1899-1900 is attributed to the important operations in wool on the estancias, it being exported direct.

RELIGION.

The national church of Argentina is the Roman Catholic, but in accordance with article 14 of the constitution, all the inhabitants enjoy the right of "professing freely their worship," and article 20 gives foreigners the right to "exercise freely their own faith."

EDUCATION.

The management of schools in the capital and Federal territories is in charge of a national board of education, formed of five members under the direct supervision of the minister of public instruction. The 14 provinces have established an educational system very similar to that adopted by the nation, and each province has its educational council. The members of the board are personally responsible in case of maladministration of educational funds. The property and funds of the educational departments are free from taxation. Schools are of three classes: Infantile, elemental, and superior or graduated. That education is progressing can be gathered from the following returns:

Year.	Schools.	Pupils.
1869.....	.....	82,671
1885.....	2,486	158,188
1890.....	2,897	242,796
1895.....	3,325	285,854
1899.....	4,181	326,752

The classification of the schools in 1899 was 3,020 public, 1,076 private, and 35 national. Besides the national colleges in the capital, there is a kindergarten, a professor's school, the national school of mines in San Juan (25 pupils), the deaf and dumb institute (65 boys and 26 girls), the national school of pilots, the industrial school (104 pupils), three commercial schools with day and night classes, the women's commercial school, and the agronomical and veterinary faculty of the province of Buenos Ayres. There are besides, for higher education, four universities—two national, those of Buenos Ayres and Cordoba, and two provincial, those of La Plata and Santa Fe. The number of students in 1899 was: National universities, 3,092; provincial, 159. The distribution of the students in the national universities was: Engineering, 415; law, 812; medicine, 1,822; philosophy, 43.

Education in the national and public schools is free, only matriculation and registration fee having to be paid.

LAW OF ARGENTINE CITIZENSHIP.

The following are citizens by naturalization:

1. Foreigners more than 18 years of age who reside two continuous years in the Republic and declare their desire to be such before the Federal sectional courts.

2. Foreigners who prove before the said courts that they have rendered one of the following services, whatever the length of time they have resided in the country.

(1) Having honorably fulfilled offices of the nation or of the provinces within or without the Republic.

(2) Having served in the army or navy or assisted in a military engagement in defense of the nation.

(3) Having established a new industry in the country or introduced a new patented invention.

(4) Being constructor for or constructor of railways in any of the provinces.

(5) Forming part of the colonies now established, or which may be established in future, be they in the national or provincial territories, provided that such persons possess real estate in them.

(6) Inhabiting or populating national territory on the frontier lines or outside of them.

(7) Having married an Argentine woman in any of the provinces.

(8) Exercising in them the calling of professor or teacher in any branch of education or industry.

ART. 3. The son of a naturalized citizen who was under age at the time of the naturalization of its father, and was born in a foreign country, can obtain a certificate of citizenship from the Federal judge if he enrolls himself in the national guard at the time directed by law.

ART. 4. The son of an Argentine citizen (naturalized) in a foreign country after the naturalization of his father can obtain a certificate of citizenship if, on coming into the Republic, he enrolls himself in the national guard at the age that the law commands.

JUSTICE.

Justice is exercised by a supreme court and 15 national courts established in the Federal capital and each of the capitals of the provinces. Each province has its own judicial system.

Ordinary justice in the Federal capital is administered by the appeal courts in the civil, commercial, criminal, and correctional divisions, by the judges of the first instance and the defender of minors. Trial by jury is allowed by the constitution, but is not practiced.

The minister of justice has prepared a bill for the complete reformation of the existing law courts, with a view of making lawsuits more rapid, and thereby cheaper.

THE ARMY.

The maintenance of a standing army in time of peace, the number of troops as well as the cost of the different branches of the service in detail, have to be sanctioned by an annual vote of Congress.

According to the army estimates for 1900, the regular army on January 1, 1900, comprised 698 commissioned officers and 7,648 non-commissioned officers and rank and file.

The national guard stood at 471,912 enrolled, being 263,857 on the active list, 94,069 reserve, and 111,986 territorial. The national guard is formed of all Argentine born citizens from 18 years of age. At present, conscription exists for all youths of 20 years of age.

The minister of war is endeavoring to increase the standing of the permanent army to 12,000.

MILITARY PORT.

A strong military port is in course of construction at Puerto Belgrano, in the neighborhood of Bahia Blanca, on the South Atlantic coast of the Republic. It will be the largest in South America. The estimated cost is \$7,000,000, gold.

THE NAVY.

Conscription exists for youths (Argentine) of 20 years of age, who have to serve in the vessels of the navy for two years.

The following are the vessels forming the Argentine navy, which is considered to be the strongest in South America:

CRUISERS.

Garibaldi.—Built in 1896; cost £710,849 (\$3,459,000). Displacement, 6,840 tons; speed, 20 knots; engines, 13,000 horsepower; capacity of bunkers, 1,000 tons; crew, 470; armament—2 Armstrong guns of 250 millimeters (9.8 inches), 4 Armstrong guns of 200 millimeters (7.8 inches), 10 Armstrong guns of 150 millimeters (5.9 inches), 6 Armstrong guns of 120 millimeters (4.7 inches), 22 small guns, and 2 machine guns.

General San Martin.—Built in 1897; cost £691,400 (\$3,364,000). Displacement, 6,840 tons; speed, 20 knots; engines, 13,000 horsepower; capacity of bunkers, 1,000 tons; torpedo tubes, 4; armament, 10 Armstrong guns of 150 millimeters (5.9 inches), 6 Armstrong guns of 120 millimeters (4.7 inches), 20 small guns, and 2 machine guns; crew, 500.

Pueyrredon.—Built 1898; cost £728,000 (\$3,542,000). Displacement, 6,840 tons; speed, 20 knots; engines, 13,000 horsepower; capacity of bunkers, 1,000 tons; crew, 470; 4 torpedo tubes; armament, 2 Armstrong guns of 250 millimeters (9.8 inches), 10 Armstrong guns of 150 millimeters (5.9 inches), 6 Armstrong guns of 120 millimeters (4.7 inches), 22 small guns, and 2 machine guns.

General Belgrano.—Built 1898; cost £700,000 (\$3,406,000). Displacement, 6,840 tons; speed, 20 knots; engines, 13,000 horsepower; capacity of bunkers, 1,000 tons; crew, 500; 4 torpedo tubes; armament, 2 Armstrong guns of 250 millimeters (9.8 inches), 14 Armstrong guns of 150 millimeters (5.9 inches), 22 small guns, and 2 machine guns.

IRONCLAD.

Almirante Brown.—Built 1880, cost £190,000 (\$924,600). Displacement, 4,200 tons; speed, 14 knots; engines, 4,500 horsepower; capacity of bunkers, 620 tons; crew, 350; torpedo tubes, 2; armament, 10 guns of 150 millimeters (5.9 inches), 4 Armstrong guns of 120 millimeters (4.7 inches), 8 small guns, and 4 machine guns.

BARBETTE IRONCLADS.

Libertad.—Built 1891; cost £176,000 (\$856,500). Displacement, 2,300 tons; speed, 14 knots; engines, 3,000 horsepower; capacity of bunkers, 356 tons; crew, 225; arma-

ment, 2 Krupp guns of 240 millimeters (9.7 inches), 4 Armstrong guns of 120 millimeters (4.7 inches), 4 small guns, and 4 machine guns.

Independencia.—Built 1891; cost £176,000 (\$856,500). Displacement, 2,300 tons; speed, 14 knots; engines, 3,000 horsepower; capacity of bunkers, 356 tons; crew, 225; 2 torpedo tubes; armament, 2 Krupp guns of 240 millimeters (9.7 inches), 4 Armstrong guns of 120 millimeters (4.7 inches), 4 small guns, and 4 machine guns.

MONITORS.

El Plata.—Built 1874; cost £94,108 (\$457,500). Displacement, 1,590 tons; speed, 9 knots; engines, 720 horsepower; capacity of bunkers, 120 tons; crew, 120; armament, 2 Armstrong guns of 200 millimeters (7.8 inches), 3 small guns, and 6 machine guns.

CRUISERS.

25 de Mayo, *Buenos Ayres*, *9 de Julio*, and *Patagonia*, the first three mentioned, speed 23 knots; the last mentioned, 13 knots.

One torpedo cruiser, 1 training ship, 4 torpedo catchers, 2 high-sea torpedo catchers, 6 first-class torpedo boats, 10 second-class torpedo boats, 5 transports, and various auxiliary vessels.

D. MAYER, *Consul*.

BUENOS AYRES, *August 22, 1901*.

ROSARIO.

This consular district embraces all of that part of the Argentine Republic which lies north of the southern boundary of the Province of Santa Fe, except the Provinces of Cordoba, San Luis, Mendoza, San Juan, and La Rioja. It extends from the 21st to the 34th degrees south latitude, and from the 53d to the 69th degrees west longitude. In its southern portion the climate is temperate and in its northern tropical. Throughout, it has a fertile, well-watered soil, and produces, in the north, all tropical fruits, including sugar cane, cotton, tobacco, rice, mandioca, etc., and in the south the products of the Temperate Zone. Most of the northern part of the district is densely covered with forests of many valuable varieties of hard wood. Sugar, cotton, and tobacco are now raised to a considerable extent. Heretofore, all these products have been consumed at home, but this year, the supply of sugar has been sufficient to enable the sale of a small amount abroad. This trade will doubtless increase. There are now established in some of the marshy regions of the north several colonies of immigrants who are engaged in the cultivation of rice. It is claimed that Argentina rice is equal to the best Carolina product. As yet, the tobacco grown in this district is not of a fine quality, and is principally used in the manufacture of cheap goods. The same remarks apply to cotton; both may, and probably will, in time, be improved by more intelligent cultivation. The sides of the hills and mountains all over the northwestern portion of this district bountifully furnish food for cattle and sheep, and the climate and ranges are ideal for stock raising. Remoteness from market and lack of facilities of transportation have formed a great obstacle to the development of this region, but in time this will be overcome. The mountainous region has also proven, even under the superficial investigations that have been made, to be fairly honeycombed with mineral treasures.

Argentina, and this district especially, is above all a producing, not a manufacturing country. It is not necessarily destined to be

thickly populated, and the more it produces for export, by reason of small consumption at home, the faster will grow its wealth.

EXPORTS FROM ROSARIO.

From semiofficial sources (no separate records are kept) I learn that in the year ended June 30, 1901, there were exported from the port of Rosario:

	Kilos.	Bushele.
Wheat.....	538, 252, 181=	19, 682, 580
Linseed.....	153, 867, 042=	5, 641, 792
Maize.....	251, 699, 228=	9, 888, 184
Hay.....	49, 006, 829	

From other reliable sources I have procured the following data:

Comparative table of exports of principal products of consular district of Rosario for the half years ended June 30, 1900 and 1901.

Product.		1900.	1901.	Increase (+) or de- crease (-).
Wheat.....	tons..	571, 773	858, 250	- 213, 183
Maize.....	do..	77, 210	186, 222	+ 108, 012
Linseed.....	do..	57, 662	154, 276	+ 96, 614
Skins.....	bales..		13, 391	
Hair.....	do..		13, 470	
Quebracho.....	tons..	1, 880	3, 782	+ 1, 892
Flour.....	do..	896	7, 952	+ 7, 556
Bran.....	do..	12, 951	17, 824	+ 4, 873
Alfalfa.....	bales..	892, 070	789, 052	- 103, 018
Wool.....	do..	9, 885	5, 648	- 4, 207
Sugar.....	tons..		9, 857	
Dry hides.....	number..	137, 589	249, 843	+ 112, 264
Salt hides.....	do..	83, 985	80, 116	- 3, 819
Minerals.....	tons..	277	365	+ 88
Bones.....	do..	8, 207	4, 466	- 3, 741
Horns.....	do..	212	118	- 94

The principal articles exported to the United States during the same period were:

Product,	First half 1900.	First half 1901.	Increase (+) or de- crease (-).
Bones.....	\$68, 292. 33	\$58, 297. 59	- 99, 994. 34
Hides, dry.....	679, 923. 44	548, 158. 57	- 131, 764. 87
Hair.....	26, 319. 98	26, 396. 92	+ 66. 94
Linseed.....		1, 247, 417. 77	+ 1, 247, 417. 77
Quebracho.....	76, 892. 43	41, 567. 62	- 34, 824. 81
Skins, various.....	292, 368. 66	277, 657. 47	- 14, 711. 19
Wool.....	302, 775. 31	349, 473. 56	+ 46, 698. 25

These shipments abroad are all direct, although they do not represent the total exports from this district, as much produce has been sent by railway and river (by lighters) to Buenos Ayres for shipment there, owing to frequent low stages of water in the Parana River preventing the larger ocean steamers from reaching Rosario.

IMPROVEMENTS.

Through lack of funds, the Government has been prevented from procuring dredging plants for deepening the bars in the Parana River.

and work is limited to buoying of channels. It is hoped that by the passage of ships over these bars they will be deepened by the action of the propellers, as has already been done in some cases. Examinations have recently been made of the mouth of the Rio Bravo (one of the outlets of the Parana), to see if it were possible to avoid the very troublesome bar in the Parana Guazu, just below the head of the Bravo. The surveys show a depth of about 35 feet at low water, with no shoals or banks in the channel of the river. The mouth of the Bravo is now being marked with luminous buoys. Even as it is, I am informed, most of the steamers are passing through this channel. At Dos Hermanos is another troublesome bar and narrow channel, which can be avoided by using a channel 26 feet deep on the opposite side of the island. The Paso del Paraguay is now being surveyed, with the intention, it is presumed, of buoying it, and buoys are being placed on the Banco de la Paciencia, just below Parana. Excellent spar buoys were recently obtained by this Government from the United States. They are 50 feet long, from 18 to 22 inches in diameter, and of cedar. I am informed that they were secured through the courteous assistance of the officers of the United States Light-House Establishment, and were inspected without charge to this Government. The Government seems to be doing all it can to improve this great waterway and to aid in the development of the commercial importance of this port.

Regarding the port works of Rosario proper, plans and drawings of which I sent last year,^a it is said that three or four constructing companies in England, France, and Germany are making plans and propositions, all of which, as has been published, must be submitted in London before the 10th of December proximo, and to the ministry of public works in Buenos Ayres before the 10th of January, 1902.

The port of Santa Fe is gradually growing in importance, and works for its improvement are being prosecuted with energy. The shipments of grain, quebracho wood, and live stock from there represent a very considerable portion of the total exports from this district. Santa Fe is the capital of this province, and is fast becoming a metropolis. It is about 250 miles from here up the Parana River.

ECONOMIC CONDITIONS.

Argentina holds a peculiar position. It has been but a few years since her resources have so developed as to entitle her to her rank among the nations that feed the world. The products of a country are of two general varieties—those which result from agriculture, grazing, mining, and forestry, and those which result from skilled labor in the various forms of manufacture. In the latter field, no nation sparsely supplied with the material from which furnaces are fed and power produced, or with that from which tools, implements, and appliances are made, can ever hope to compete with other nations more blessed in these respects. Such, unfortunately for a great growth of her population, is Argentina. Of iron, it is believed she has but little in her whole area, and of coal, only very poor veins have as yet been found, scarcely worth the effort to develop them. Argentina's riches lie in her fertile fields, which only await the hand of the husbandman to yield abundant harvests; in her great expanses, in the north and west, of magnificent grazing land; her wealth of minerals, for in the foot-

^a Advance sheets 1020; Consular Reports, No. 249.

hills of the Andes, wherever they have been penetrated, are signs of treasure; her miles of trackless forests, which in themselves are sufficient to enrich a much larger population.

UNITED STATES TRADE.

For these reasons, the commerce of this district is restricted to the exportation of the products of the soil and to the importation of all requirements of the farmer in the tilling of his land, the clothing for himself and his family, the furnishings of his home, and his daily food supply, except the staple articles. As to the share of the United States in this trade, I have no means of securing data. From superficial observation, I believe that American tools and implements, as well as American cottons, hats, shoes, and specialties, are coming more and more into favor. I have recently been told by a financial authority in this city that for the half year ended June 30, 1901, the proportionate increase of the transactions between his banking house and the United States over the preceding half year had been 131 per cent. He likewise assured me that he had reason to believe that the experience of other financial establishments here had been the same. Despite the manner in which American merchants and manufacturers are handicapped by the absence of regular lines of steamships and of direct banking facilities, we are still, by reason of a closer attention to this market and its requirements, materially increasing the aggregate of our trade with Argentina. There are no obstacles, except such as I have mentioned, to a large development of this commerce. If American manufacturers will continue, as they are now largely doing, to send intelligent, wide-awake men here, speaking the language, they can soon ascertain who are entitled to long credits (the strongest firms prefer the discount for cash), and so a large business may be built up that our capitalists will not hesitate to put on lines of ships to secure the carriage of this trade.

In this connection, I can not forbear quoting, almost in its entirety, a recent article in the Buenos Ayres Herald. The editor was formerly an American business man, and has been in Argentina for many years. He knows whereof he writes, and if it is good for us to "see ourselves as other see us," the publication of the article may be of value.

THE COURSE OF COMMERCE.

For a considerable time, there have been fitful efforts on the part of American manufacturers and stock growers to get a larger proportion of the business of this part of the world. This desire has been manifested in various commissions to South America, by an increase in the exactions made on the several legations and consulates, and, in a more private capacity, by an increase of visitors for the purposes of investigation. It has also found illustration in several exhibitions and congresses, and these diversified efforts still continue. In the last address which the lamented President McKinley made, the day before he was stricken by the hand of the assassin, he declared it to be the policy of the United States to draw still more closely the commercial relations of North and South America.

All this goes to show a natural and laudable desire to enter into honorable competition with other peoples of the world to increase the output of manufactured articles and of stock for breeding purposes. We are just in receipt of inquiries which, to answer, would require months of time and the labor of a staff of clerks. To solidify the questions into one would be substantially to ask, In what way can the United States obtain a good part of the patronage of this part of the world? We can not undertake to answer it in any such way as is desired, if not expected, but we may make a few general observations which may be of some value as suggesting the direction in which more elaborate efforts at getting information should be made.

It is necessary that the question be approached from its negative side, for the greater part of what has been done in the hope of reaching this end has been worse than useless. We recall with shame the band-wagon demonstrations which have been made; the great promises and the ridiculous performances of itinerant commissions, which were neither useful nor ornamental; the bold promises of things to be done, and the utter absence of accomplishments, until the proposition to draw closer the commercial relations of the United States and this Republic produces a smile when politeness will allow it.

American merchants should understand clearly that here, as elsewhere, there is an utter absence of sentiment in business. In some occult way, some people of the United States have been led to believe that in this Republic they are looked up to with special regard and respect. This is not the case. It might as well be bluntly said—for it is absolutely true—that the Argentine people do not know much, and care less, about the United States.

Their business associations are far more intimate with Europe, for the latter is the purchaser of all our produce, furnishes all our capital, does all our great public works, furnishes society with its fashions, is our sole creditor, and the source of all hope for whatever we may want. So far, the United States has shown great interest in selling us its wares, but has placed a barrier against our produce in the way of a prohibitive duty on our wool, even the coarse wool which the United States does not produce. It does not know the country or its possibilities, or its wants nor how to meet them, nor does it know exactly what it has or can make which is adapted to this market. It seems to think that we should receive ships loaded with American merchandise and send them back in ballast rather than receive from Europe cargoes and send return cargoes of equal value. Americans have absolutely neglected to study the country and market in a common-sense manner, with the exception of what ministers and consuls have done in a vain attempt to enlighten their Government and countrymen. There is a wide and rich field here for American manufacturers and stock breeders, but to command it it is necessary to study and know it.

It should be remembered in all discussions that this country offers one of the most difficult markets of the world, for the simple reason that it is practically equidistant from all the markets of the world. If Russia raises the finest and most stately horses, Argentines go there to buy them, and they are to be seen in our parks and on our farms. If Germany furnishes a special breed of cattle, the order goes to them. If England beats the world with its thoroughbred hunters and cattle, the prize stock finds its way here. If France has the most famous breed of Merinos, they are brought in hundreds to us. If Americans make the best harvesting machines, they order them from Chicago, Cleveland, or Buffalo, and they are here for sale. If Paris leads the fashions, from Paris come our millinery and shoes. If Americans make a specialty of sewing machines, typewriters, and revolvers, be sure they will be found in our shops, and these shops are owned and run by men of every nationality except Americans.

As fast as American articles have become known so much as to create a demand, they are brought here. Houses like the Drysdales bring, and for years have brought, here everything in the line of agricultural or other machinery, stoves, chairs, clocks, desks, lumber, carriages, and will order anything one may wish. If it comes to bazaar ware, such houses as Mr. John Hodsoll will be sure to have them. If American shoes are desirable, fifty places can be found which have them, and probably not one of all the shops will be found in the hands of Americans. Our shopkeepers are ready to import and sell anything which the market wants and will buy. To increase the demand, to widen the field, to introduce new lines, it will be necessary for Americans to study the market and the necessities and tastes of the people, for be sure they will not conform themselves to American notions, having a very clear idea of their own what they want, and Americans must meet rather than change these ideas.

American stock breeders could find here a splendid field if they would study it. Manufacturers could send here far more if they, too, would learn the conditions under which we live and work, and then would meet them. One day a man came here and called upon us who had come to introduce fencing wire, thinking it would be a good thing. He was sanguine that he could do a good business. We asked him what he proposed. He said he proposed to show that wire would make good fencing material, and he could sell it for so much, placed on the cars in Philadelphia. We startled him when we informed him that there were thousands of miles of it now standing, and that he could find it in every hardware store in the city, and that it could be bought by the importer on six months' credit and lower than he said he could sell it for cash in Philadelphia. He returned on the same steamship on which he came.

This illustrates a steady sequence of ignorant and absurd experiments which have been made for years, and to repeat those which have come under our observation would fill every column of this paper. If the American boards of trade and stock owners' associations would select persons who could study the conditions of the country and would transfer this exact information to those who want to meet us, a great increase of business would follow. It will increase in any event, but by a slow process; any formidable movement must be prepared, as is done in all parts of the world. Too many regard us as a small, half-civilized people, who are charmed by any showy exhibition and are aghast at the consideration of a few dollars. * * * The first step to any great propaganda must be a more accurate knowledge of the country and its possibilities, and this can not be obtained by the wonderful yarns spun by an occasional ship captain or commercial canvasser whose study has been limited by the boundaries of the city in the space of a few days.

Argentina is not pining for this increase, since she has no commercial wants which are not supplied. It is the United States which must take the initiative and demonstrate the fact that what it has to propose is to our interest to accept. A serious work of this kind would command attention.

Argentina has placed no obstacles against us in the way of discriminating duties. We have a fair field. The only material change in postal charges has been an increase of 25 per cent on letter postage to all foreign countries, which went into effect on January 1, 1901.

RAILWAYS.

The interprovincial commerce, as well as the carriage of the products of the estancias to the shipping ports of Rosario and Santa Fe, occupies the five lines of railway which center here. Notwithstanding what has generally been considered a bad commercial year, these railways have been able to declare dividends of from 7 to 12 per cent, besides continually extending branch lines to new territory as traffic seemed to justify. These roads are almost all held and capitalized by foreigners, who also own and control most of the municipal plants, such as gas, water, electric-light, telephone, and similar works, not only in Rosario, but throughout the district. The profits appear satisfactory. American capital seems so far to cut but a small figure here.

MINING.

An industry that can scarcely be said to be in its infancy is that of mining. As I have said elsewhere, the mountainous region of the northwest is in a measure filled with mineral riches. A practical assayer, who had been for some time engaged in these regions, gave me the following points in a conversation I had with him on the subject:

Of the two mines where I was engaged, one was in the province of San Luis and one in Rioja. That in San Luis is mainly wolfram, concentrating 60 per cent. In San Luis district, there is a gold mine, La Carolina, with 20 stamps, which yielded about \$200 per ton. In Rioja, there are from 70 to 80 mines, of which about 20 are working, yielding copper and silver and paying fair profits. All would pay if it were possible to transport the ore cheaply. The cost is \$50 (national money—about \$22 gold) per ton to get the crude ore to the smelter at the foot of the mountain, and \$35 (national money—about \$15.50 gold) per ton to transport the copper "matte" from the smelter to Rosario. To this is to be added the freight to Europe and cost of refining there, all of which amounts, with other necessary expenses, to a tax that consumes the product. All companies that have entered the trade have failed, many having expended large sums of money, and the few that still remain and are working the mines are barely making expenses.

I transcribe from a letter written by a correspondent in that region:

There are some 40 or 50 mines in the Mexicana, a mountain west of Chilcito, in the province of Rioja. Of these mines, about 10 are working. The most important

are Upulongos, Los Bajos, and Carmen Primera. They are owned by various people, the biggest owners being John Koch & Co., J. Cibils, and W. A. Triloar, each having smelters or furnaces for melting the ore into "matte;" besides, there are two other furnaces near Chilicito, but the owners of these have failed. The ore has to be brought from the mines on mules, each mule being able to carry two sacks of 50 kilos (110 pounds) each. The trip is a very hard one on the animals, taking three days at the least, so there is great difficulty in getting mules for the work. There is plenty of low-grade ore, of an average of 5 per cent copper, one-half a kilo of silver, to the ton, and 10 grammes of gold. It is a very rebellious ore, and needs about 18 per cent of charcoal for smelting. It takes two smeltings to get a "matte" of 50 per cent copper, and all the expenses are so great that the business can not be run on a profitable basis. However, should the cable road be put through, it would reduce the freight to \$2 per ton, and, with other economies, the mines could be worked, giving good returns. This road is 18 leagues (54 miles) long, and all the plans and surveys have been made and are at present in the hands of the Government, which intends to build it, the cost being calculated at \$150,000 gold. There are various other valuable minerals found there, but not in sufficient quantities. There are wolfram (or tungsten), selenium, aluminium, etc.

From these statements it may be gathered that the only requisite for the profitable exploitation of these mines is some inexpensive means of transporting the ores.

Railways through the Andes will doubtless be completed in time, which will reduce the distance from New York to this region to less than one-half what it is at present by the way of the Plate River.

FLOUR.

Another industry of this district is that of milling. The output of flour is increasing, and at many points are large, well-equipped and well-managed flour mills, the product of which is good. American milling machinery is coming more and more into use. Several nations to which Argentina has been exporting flour have recently shown a preference for American flour, very largely due to the latter being shipped in barrels, while the Argentine product is put up in heavy paper bags. For this reason there is an inquiry for flour barrels in shooks that will probably attract the attention of our American coopers.

I need not here add to what I have said in previous reports regarding the tobacco-manufacturing or the sugar-refining establishments; they are steadily developing.

LIVE STOCK.

That the growing of stock for market purposes is becoming a very important industry is evidenced by the fact that for the nine months ended September 30, ultimo, there were exported from Argentina 1,978,108 frozen wethers and 342,959 frozen quarters of beef. The constant demand for this meat (exceeding the supply) evidences its superior quality. The traffic is but in its infancy, and refrigerator space is at a premium. Other and larger plants are in process of establishment. The Argentine "estancieros" have carefully bred stock of all kinds and make constant efforts to preserve the purity of the breeds. Great emulation exists among the stock raisers.

AGRICULTURE.

Of the agricultural industry of this district I have heretofore written at great length. I may say, however, that there is less to criticise

in the present methods of sowing, reaping, and preparing cereal products for the market. Each year seems to bring decided improvements in all these processes. Corn (maize) is no longer sown broadcast, but is put in furrows; not dropped as carefully as on an American farm, but better planted than formerly. The land is plowed more deeply and is harrowed and rolled more carefully; and this has resulted in an increased yield per acre. American agricultural machinery is rapidly supplanting all other kinds. There has been a prolonged drought throughout this district, which has marred the prospects of the agriculturists this year. A friend writes as follows concerning crop prospects:

The prospects of the coming harvest are, of course, matters of overwhelming interest here, not only as regards the immediate welfare of the country, but also because they have such a bearing on the trade with, and the probable amount of the exports from, other countries, as without an average harvest, there is but little to go out from this country in payment for goods, and therefore imports materially fall off. Although it is very difficult to arrive at any definite conclusion, there can be but little doubt that the harvest will fall below that of last year by about 40 per cent. This is the view taken by those who, from their knowledge of the country and the wheat trade, are best able to form an opinion. In some quarters, a lower estimate is made.

For many months, throughout the consular district of Rosario, there has been scarcely any rain, while in some portions there has been absolutely none for seven months. Rain has now fallen heavily throughout the greater part of the country, but while it has done a great deal of good, it came too late to save much of the wheat and linseed crop. The latter may be looked on as a failure, while of the wheat, thousands of acres will not be cut at all, and still more have been plowed under. The maize crop in the United States is reported to be a comparatively small one, and in other countries the crop has failed more or less. The crop from Argentina will be the next to come in, and it is expected that a high price will be realized for it. This being so, the colonists have been sowing maize on their wheat and other lands to an extent that is without parallel in the agricultural history of this province; and therefore, if locusts should not come (and at present there is no sign of them) and the weather should prove favorable, the total of maize for export will reach an amount never before heard of.

JAMES M. AYERS, *Consul*.

ROSARIO, *November 1, 1901.*

SUPPLEMENTARY.

I inclose a clipping from the Buenos Ayres Standard of to-day, which calls attention to the growing importance of this port as the best natural outlet for the products of northern Argentina.

JAMES M. AYERS, *Consul*.

ROSARIO, *November 14, 1901.*

[From the Buenos Ayres Standard, November 14.]

All the great goods traffic of the world, and none more than the low-priced produce of Argentina, are governed by the unwritten but unmistakable and common-sense law of "lowest cost of transportation to markets," and as all dues and charges at the ports are part of this cost of transport, it necessarily follows that they must be as low as possible. No condemnation would be too severe for the Government which sanctioned such enormous and utterly needless expenditure as that incurred by the by no means modern type of docks at Buenos Ayres and the costly works at La Plata.

The same law applies with even greater force to the export-serving railways, because railway freight forms a much larger proportion of the cost of transportation. Not only should it be as cheap as practicable, but as the cost of railway carriage per ton mile greatly exceeds that of its coadjutor, the waterway, the distance over which the

goods have to be carried by rail should be as short as possible. In other words, their proper base is the nearest water navigable to river or ocean craft. In no other way is "lowest cost of transport obtainable."

One of the strangest sights of this country is the persistency with which the railways ignore the vast importance of its incomparable river system.

Thus the Cordoba and Rosario narrow gauge has for years had the ambition to extend its line to Buenos Ayres. One feels inclined to ask its manager to place himself at any one of his present stations, with a stock of 10,000 tons of wheat by his side, and then to consider the problem he has to solve, viz, to get them to their markets at the lowest cost of transportation. Assuredly he will recognize that the solution can not possibly be found in bringing the goods by rail to Buenos Ayres. It is the same with the Central's and the Rosario's lines running along the river between the capital and Rosario, so far at least as the heavy low-priced produce is concerned. The high-class traffic is, of course, not subject to the general law, but accepts and, indeed, demands speed as the first condition.

Agricultural land in the districts near the capital will gradually become too dear for growing great masses of export produce; and the farther off districts along these railways are not based on Buenos Ayres, but on the great river. For a time, it may be practicable to make the heavy traffic go by rail to Buenos Ayres, but in the long run it can not be done.

BOLIVIA.

Consul Greene sends from Antofagasta, Chile, November 30, 1901, statement of partial receipts of the Bolivian custom-houses in 1900, as follows:

Customs.	Bolivars.*	United States currency.
Antofagasta	2,221,581	\$1,364,132
Arica	418,190	204,077
La Paz	885,826	432,283
Oruro	84,628	16,896
Uyuni	87,067	42,498
Tupiza	12,282	5,969
Tarija	128,124	60,385
Puerto Suarez	148,860	70,204
Villa Bella	111,975	54,344
Total	4,088,498	1,970,788

* Value of bolivar for 1900, 48.8 cents.

BRAZIL.

REPORT FROM CONSULATE-GENERAL AT RIO DE JANEIRO.

Since my last annual report (written in October, 1900), the economic situation of Brazil has not changed materially. Perhaps the financial and commercial conditions, momentarily, are still more critical. I beg to refer in this connection to my report published in *Commercial Relations of the United States, 1900, Volume II, pages 719-721.*

Brazil has been so intensely engaged in providing for the past that it has been unable to provide for the present and the future.

The irredeemable paper money, issued almost without limit by a former administration and scattered broadcast all over the country in the form of so-called loans and subsidies to trade; extravagant salaries and pensions; the prodigal living of the owners of coffee estates, who have spent their great incomes abroad (in Paris) and failed to provide

for the time of adversity; the recent fall in the milreis price of the principal staples of Brazil—rubber, sugar, and coffee; the constant violent fluctuations in the Brazilian irredeemable currency (principally caused by the reckless manipulations of speculators)—all these features have contributed to bring about the critical economic situation now prevailing in Brazil.

The National Government makes heroic efforts to sustain the national credit. It has scrupulously fulfilled all the stipulations entered into with its London creditors when the "moratorium" was established—July 1, 1898. The minister of finance has since then caused 99,756 contos of reis (\$22,943,880) in paper currency to be burned, thus reducing its total amount to 688,608 contos* (\$158,379,840), and has sent enough gold to England to resume in specie payment the interest on the foreign debt. But this could not have been done without onerous sacrifices. Commerce and trade were taxed to an almost unbearable degree. The import trade, as well as the home industries, were badly crippled.

With reference to its production, Brazil may be divided into four zones: The extreme northern States (Amazon Valley), whose principal product is rubber; the middle north, with sugar, cotton, tobacco, and some coffee; the middle or coffee States; the three southern States, with the products of a subtropical and moderate climate.

All these districts are suffering from the national financial crisis as well as from specific causes affecting local conditions.

THE AMAZON VALLEY.

The crisis in the Amazon Valley was unexpected and unprecedentedly severe. Four of the principal native banks in Para were obliged to suspend payment; most of the large commercial houses found themselves greatly embarrassed, and credit and confidence were impaired. To understand the causes of this calamitous condition, it is necessary to be familiar with the machinery of commerce in those States. They have no manufacturing industries. All manufactured goods needed are imported from foreign countries. Even the greater part of the food supply is imported, partly from Europe and the United States, partly from the south of Brazil and the River Plate. The importers, the distributors of the imported merchandise, the producers of the products exported, the exporters, and the banks constitute the commercial community. The want of capital on the part of the producers and the slow means of communication in this vast and sparsely settled district of Brazil make long credits a necessity, and, owing to the violent fluctuations of the currency, the extension of these credits—in fact, all the commercial transactions—partake largely of the nature of gambling. Strange as it may seem to outsiders, what ought to be an evidence of national prosperity—the sudden and very considerable rise of the national currency—is the main cause of the present crisis.

THE RUBBER INDUSTRY.

The prosperity of the States of Amazonas and Para depends almost exclusively on the rubber industry, in which half the population of

*A conto, at the present quotation, is equivalent to about \$230 in United States currency.

those States, transient or otherwise, is engaged. It will therefore be necessary to see in what way this industry is affected by the fluctuations in exchange. Everything needful for the production of rubber, save the trees, is imported; most of the laborers, their implements, clothing, food, and quinine. The "importadores" buy on ninety days' credit. They sell their goods to the "aviadores" on twelve months' credit. These "aviadores" (mostly owners of small river steamers) ship their goods up state, often more than a thousand miles, through shallow and pestilential rivers, to the owners of rubber estates. The estate owners furnish these goods to the men working for them on shares. After the rubber harvest, the estate owners ship their product to the "aviadores," who sell it for cash to the exporters, pay the "importadores," and after deducting their account, send the balance, if there is any, to the producers.

At the beginning of the year 1900, the milreis was worth 7d. (14 cents) and rose steadily, until at the end of May it was quoted at 9½d. (18.2 cents). The anxiety caused by this unexpected rise amounted to a panic when, in the first week of July, the quotation was 14½d. (28.8 cents). Then it fell rapidly. At the end of July, the quotation was 10½d. (20.7 cents), and from that time to the end of the year the currency fluctuated between 11½d. (23.7 cents) and 9½d. (19.7 cents).

THE CRISIS IN THE RUBBER MARKET.

The currency price of rubber is based on the sterling prices ruling in the foreign markets. A rise in the currency means a fall in the currency price of rubber; and what is ruin to the producer can not be an advantage to the importer from whom he buys. It is true, as the latter has bought on credit for gold and sold for currency, he has seemingly made an additional profit. In fact, however, the procedure is this: When the currency price of rubber falls to the above-mentioned extent, the producer does not realize enough to pay his debts to the "aviador." The "aviador" is consequently unable to pay the importer, and the importer is thus placed in the same position toward the manufacturer abroad.

As the causes of the great crisis in the Amazon States are only transitory, it is to be assumed that sooner or later their former brilliant prospects will reappear, after the efforts to secure a steady currency for Brazil are more successful. As it is, neither the quantity nor the value of the exports of the Amazon States has decreased, and there is an apparent balance of trade in their favor. Unfortunately there are no reliable import statistics.

The rubber production of the Amazon Valley during the last year amounted to 25,807 tons, divided, as to the place of origin, as follows:

	Tons.
Islands near Para.....	8, 501
Lower Amazon (Para).....	221
Itituba (Para).....	685
Jurua River (Amazonas).....	1, 285
Purus River (Amazonas).....	3, 857
Madeira River (Amazonas).....	1, 611
Javary River (Amazonas).....	543
Iquitos River (Peru).....	893

Two thousand eight hundred and four tons were Cacho; 5,427 tons were shipped from Manaus direct. By far the larger quantity of the

rubber exported went to the United States. The price of the rubber for finest quality varied from 78750 to 128228; (\$1.16 to \$1.83); for sernamby, from 38600 to 88650 (54 cents to \$1.29), and for Caicho, from 28500 to 38000 (37½ cents to 45 cents) per kilogram, 2.2 pounds.

OTHER EXPORTS.

Three thousand five hundred and eleven tons of cocoa were exported, of which France received over 3,400. Prices varied from 138800 to 188000 (\$2.07 to \$2.70) per kilogram (2.2 pounds).

Three thousand one hundred tons of Brazil nuts were exported, valued at \$440,000, divided about equally between the United States and Europe.

Of the 8 tons of tonca beans (cumaru) sent abroad, 5 tons went to the United States and 3 tons to England; price, from 18000 to 38500 per pound.

There were 1,053 tons of hides exported, 1,018 tons of which went to France.

TRANSPORTATION.

There are no railroads in the vast States of Para and Amazonas, except a short local road in Belem and an electric street railroad in Manaos. The interstate and foreign commerce is effected exclusively by steamboats. For more than a quarter of a century, the now consolidated Booth and Red Cross steamship lines of Liverpool have held the monopoly of the foreign carrying trade. They have 30 vessels, with a total net tonnage of 44,000. Their voyages are: Liverpool, Hamburg, Oporto, Lisbon, Madeira, Para, and Manaos; Manaos, Para, Lisbon, Havre, Liverpool; Manaos, Para, West Indies, and New York; New York, Manaos, Para, Liverpool. Some of the steamers touch at Maranhao and Ceara, and once a month one proceeds up the Amazon as far as Iquitos in Peru, making connections with the smaller river boats plying on the Purus, Coary, Teffe, Jurua, Jutahy, and Javary rivers.

An Italian line, domiciled in Genoa, called "*La Ligura Brasiliana*," and controlling three steamers, with a total gross tonnage of 6,385, was established in 1896, and was promised by the State of Amazonas a subsidy of \$60,000 annually. Whether this line can continue under present conditions is a matter of conjecture.

Three steamers of 1,500 tons each, owned by a firm named Andresen Successors, ply at irregular intervals between Lisbon and the Amazon ports.

Hamburg-American Line.—The Hamburg-American Line commenced in July of last year to enter into competition with the Booth-Red Cross monopoly by sending one ship a month to Para and Manaos by way of Oporto, Lisbon, and Madeira, touching on its return at West Indian and American ports. Owing to the fact that the shippers who use the British ships exclusively receive a rebate of 10 per cent on their freight at the end of the year, the German ships are unable to secure return freights.

American cattle.—I made a trip from New York to Para on one of the Red Cross steamers last December. Among the cargo were several hundred head of American fat cattle which the vessel's New York agents shipped on their own account to the Para market. I was informed by people connected with this transaction that the profit was

over \$25 per head of cattle. At present, the Argentine Republic ships more cattle, flour, canned goods, maize, and hay to this lucrative market than we do, while we could easily distance all competitors in those lines if American ships were at the disposal of American trade in South America.

Local traffic.—The interstate commerce is carried on mainly by the steamers of the Brazilian Lloyd (subsidized by the National Government) and a few ships of the “Navegação Costeira,” whose headquarters are in Rio. The local carrying trade of the Amazon River and its main tributaries is done by an English company, the “Amazon Navigation Company,” whose ships, however, since the enactment of the Brazilian coasting-trade law of July, 1896, sail under the Brazilian flag and are commanded by Brazilian officers, as well as by some private steamers and a great number of river boats, which latter, as there are no roads other than waterways, take the place of our drays, express carts, farm wagons, and trucks.

PROBABLE RISE IN THE RUBBER PRICE.

It is my opinion, based on personal investigation during recent travels in the north of Brazil, that the production of the paramount industry of the Amazon Valley—rubber—will be considerably less this season (August-January) than it was last year. This would, as there is no decrease in the consumption and no increase in the production of other countries, have an influence on the prices, especially of the best grades.

This conjecture is based on the following consideration: The available force for the harvesting of rubber is limited. The native population scattered along the borders of the Amazon and its tributaries is not sufficient to furnish the labor necessary for the rubber estates, and as the privations and hardships of the “seringueiros” (rubber cutters) are almost unendurable and the mortality among them is simply frightful—they count in Amazonas two deaths for every ton of rubber that comes down the river—the influx of labor in normal times is inconsiderable.

Only through starvation and despair and the certainty of extraordinarily large earnings can laborers from neighboring States be induced to risk their lives in the malarial swamps where the lactiferous *Hevea Brasiliensis* (the rubber tree) may be found. Most of the immigrants into the rubber districts of the Amazon Valley come from the State of Ceara. From 1892 to 1896, they arrived at the rate of 8,000 a year, which number was doubled during the next two years. In 1899, 30,000 of these people entered Para and Amazonas in the rubber season, and last year, 40,000. This increase was caused by the fact that owing to the long-continued droughts in this once densely populated and prosperous State, the rural population was left absolutely without resources and driven to starvation. Fortunately, a copious rainfall took place last year, and this enables the people of Ceara to sustain themselves by agriculture at home. Consequently, there will be far fewer rubber cutters this year than there were last. Besides, for reasons described above, the rubber cutters and the estate owners last year made a bare living or even got in debt. This will probably discourage a great many from making another attempt, and few of the

"aviadores" will be in a position this year to furnish, on the customary twelve months' credit, the provisions necessary to sustain great numbers of laborers during the rubber season. These facts point to a reduced rubber production in the Amazon Valley for the present season.

THE MIDDLE NORTHERN STATES.

The specific causes which in these States add to the hardship of the national crisis are, in short, the following: Decrease of sugar prices; stagnation of the national cotton industry, caused by overtaxation and by the fact that the impoverished condition of the masses has greatly decreased the consumption; a precarious condition of the tobacco industry for the same reason.

SUGAR.

Regarding the sugar industry, I beg leave to refer to my report of September 6, 1901.* I was informed by an expert that by introducing more rational methods, by constructing better country roads to facilitate the transportation of raw material, and by using improved machinery, the sugar industry of Brazil might be elevated to a lucrative basis.

COTTON.

The same may be said of the cotton plantations.

THE COFFEE STATES.

The coffee States suffer from a decrease in the gold price of their commodity, caused by overproduction, as well as by the sudden rise in the value of the national currency. In this regard, their condition is analogous to that of the rubber States. A rise in the value of the currency caused a decline in the coffee price in currency; and as the prices of the necessities of life and the cost of labor remained the same, and as large liabilities were entered into when the value of the currency was from 30 to 40 per cent lower, the coffee planters suffer great hardships now. The following figures concerning the last coffee harvest are of interest:

	Bags. ^b
Receipts at the markets of Rio from June, 1900, to July, 1901	2,950,774
Receipts at the markets of Santos from June, 1900, to July, 1901	7,977,018
Total	10,927,792
<hr/>	
Shipped from Rio to—	
United States	1,582,947
Europe	684,604
Africa	66,530
River Plata	85,823
Brazil ports	260,050
All others	14,075
Total	2,664,039

*See Advance Sheets of Consular Reports, No. 1166.

^bOf 60 kilos (132.2 pounds) each.

Shipped from Santos to—	Bags.*
United States	3, 108, 329
Europe	4, 637, 065
All others	78, 089
Total	7, 821, 463
Grand total	10, 485, 502

Average quotation per arroba (32.38 pounds) of the coffee, New York type No. 7, and of the national currency on the Rio market from January 1, 1901, to July 1, 1901.

Month.	Coffee quotations per arroba.		1 milreis equal to—	
	National money.	United States currency.	English pence.	Cents, United States currency.
January	98800	\$1.99	10 ¹ / ₂	20.39
February	98060	2.01	11 ¹ / ₂	23.37
March	88325	1.945	11 ¹ / ₂	23.37
April	78150	1.78	12 ¹ / ₂	24.9
May	78025	1.71	12 ¹ / ₂	24.38
June	78060	1.64	11 ¹ / ₂	23.3

The harvest of the current year (ending June 30, 1902) is the largest on record: Four and one-half to five million bags for the Rio district, about eight millions for Santos, and one to one and one-half millions for Victoria, Bahia, and other ports.

In spite of the low prices ruling at present, the planters are shipping quite freely, and unprecedentedly large quantities are being sent abroad.

The receipts from July 1 to September 21 were 1,635,898 bags at Rio and 3,155,524 at Santos. The price for type No. 7 on September 21 was 68700 (\$1.53) per arroba (32.38 pounds), the value of the milreis being 11 ¹/₂ d. (22.9 cents).

There is no evidence that the consumption of coffee has increased of late, though the very low prices prevailing may have a tendency in that direction. The shipments to the United States and to Europe at present greatly exceed consumption. The low prices evidently attract many outside speculators.

THE SOUTHERN STATES,

especially Rio Grande do Sul, with important manufacturing industries, are suffering at present like the rest. Nevertheless, they are susceptible of great development. Foreign capital would find lucrative employment here, particularly in creating better means of transportation and in erecting electrical plants. A narrow-gauge railroad, for instance, connecting one of the ports of the State of Santa Catharina with the colonies at Joinville and Blumenau and their hinterland could be constructed and equipped for much less than a million dollars, could obtain from the State government a guarantee of 6 per cent interest on the investment, besides land grants and valuable privileges, and would likely prove a very profitable investment.

IMPORT DUTIES IN GOLD.

As predicted in my last annual report, the proportion of the import duties collected in gold was increased from 15 to 25 per cent, which is equivalent to a considerable horizontal increase of the import duties.

* Of 60 kilos (132.2 pounds) each. Digitized by Google

FREIGHTS ON COFFEE TO NEW YORK AND NEW ORLEANS..

Of the three firms of American coffee exporters who emancipated themselves from the steamer trust,* two have relinquished their opposition. Only Messrs. Arbuckle & Co. seem to have definitely severed their connection with the steamer trust, and are freighting independent steamers at 22½ and 25 cents a bag. Outside tonnage to New Orleans has been obtained at 25 cents. The syndicate here, which had charged 50 cents and 5 per cent up to April last, has since then reduced its freight to 35 cents and 5 per cent primage.

LONG CREDITS TO BRAZILIAN DEALERS.


In regard to "the disadvantage under which we labor from the fact that European houses give longer credits and more liberal terms" the Department of State requests "such further suggestions as the more recent developments of business seem to warrant." The more recent developments in Brazil unfortunately furnish a very strong argument against "longer credits and more liberal terms." The great "debacle" in Para, the many liquidations in Rio and other commercial centers, the downfall of the most important houses in Rio Grande do Sul furnish object lessons of great interest. I was authoritatively informed that the first and most important of the recent bank failures in Germany was principally caused through the failure of German houses in Rio Grande do Sul, whose backers in Germany were "carried" by this bank. Owing to the lack of capital and to the inadequate communications, the Brazilian trade can not get along without long credits, but long credits always imply risks and a very close personal attention to the market.

TRANSPORTATION FACILITIES.

Commerce and trade in Brazil are hampered to a large extent by the lack of transportation facilities—country roads, bridges, and railroads. Only the States of Rio, Minas, Geraes, and Sao Paulo have a railroad system corresponding to the needs of the trade; in the southern States of Parana and Rio Grande de Sul, foreign capital (principally Belgian) is now engaged in constructing the necessary railroads. In the important southern State of Santa Catharina, rich in natural resources, well situated and well populated, "rapid transit" is carried on by means of ox carts and on mule back.

The "cabotagem" law of 1896, which ordains that only vessels under the Brazilian flag and commanded by officers of Brazilian nationality can carry cargo between Brazilian ports, has proved detrimental to nearly all concerned. The Brazilian coasting trade, since this law became operative, is done by three steamship companies—the Lloyd Brasileiro, with 34 steamers, representing a total tonnage of 23,261; the Navegaçã Costeira (Lage Brothers), with 15 steamers of 7,582 tons, and the Grao Para Line, with 3 steamers plying between Para and Rio.

The Lloyd Brasileiro, although largely subsidized by the National Government, had to go into bankruptcy last year and is now practically owned by the Banco da Republica, which bought it at sheriff's sale. The company, under its former administration, was charged

*See Advance Sheets of Consular Reports, No. 1137. 

with having made exorbitant freight rates in order to cover the expenses of an extravagant and unsystematic management, and with unjust discrimination in favor of certain ports to the detriment of others. The above-mentioned bank has recently put the company under a new management, which promises the necessary reforms and to provide the coasting trade of Brazil with the facilities it requires.

The carrying capacity of the *Navegação Costeira* is very limited, but the line, most of whose boats are commanded by naturalized Brazilians of English descent, has always enjoyed a good reputation.

With the exception of a few coasting steamers calling at Montevideo and Buenos Ayres, there are no Brazilian vessels engaged in regular trade with outside countries. Lately, however, two Brazilianized steamers of foreign origin, *Rosse* and *Euclid*, were chartered by Arbuckle Brothers to carry coffee to New York.

STAMP TAX.

The new and burdensome internal revenue or stamp tax on all the necessities of life as well as on articles of comfort and luxury, whether of foreign or domestic origin, has not become more popular since my last annual report. But there is no chance of its repeal in the near future, despite the impoverished condition of the country and the difficulty of the masses in gaining a livelihood.

LICENSES.

The municipal and Federal licenses which have to be obtained by all who trade or exercise any profession in Brazil have been considerably increased during the last year.

Commercial travelers in most of the Brazilian States are subjected to a municipal and State tax, moderate in some instances, exorbitant in others.

EXTENSION OF CABLE SERVICE.

In my report of March 9,* I called attention to a great improvement in the Anglo-Brazilian cable service. I have to add that the costly efforts made of late years to establish a subfluvial cable from Para to Manaus, the great rubber center and capital of the State of Amazonas, seem to be nearing the success so well deserved. This fact is of vital importance to Manaus, whose future as a trade center depends largely on its telegraphic communication with the United States and Europe and the financial centers of Brazil, where the movements of the constantly fluctuating currency are recorded and published several times a day.

The enormous difficulties in the construction of this cable line are fully appreciated by those who have traveled on the Amazon River, whose rise and fall, according to the season, often causes a difference of not less than 40 feet between high and low water mark, and which carries in its rapid current not only great masses of clay and sand and logs, but "floating islands." Often large parts of this cable were so helplessly buried in the alluvial clay beds that they had to be abandoned, and innumerable are the interruptions caused by objects whirled

*See Advance Sheets No. 1018.

down the stream. A mile of the line costs about \$500, and as the fight of the electrical engineers against the gigantic forces of the Amazon has been going on now for several years, the enterprise is very expensive. Lately, the continuity of the cable between Para and Manaus has been pretty well maintained, and as there is also an overland telegraph in course of construction between these two rubber cities the future of Manaus as an export harbor seems to be assured.

SUCCESS OF THE GERMAN-BRAZILIAN PARCEL-POST.

The German minister here has lately effected an agreement by which a German-Brazilian parcel-post has been successfully established.

The German postal authorities all over Germany collect mail parcels, not exceeding 5 kilos (11 pounds) in weight, and ship them by the regular lines running between Germany and Brazil. These parcels are transferred by the German steamer agencies in Brazil to the custom-houses, where they are delivered on application. The usefulness of such an arrangement to the trade is apparent. It would be well to have an agreement like this, based on the stipulations of the postal union, between our Government and Brazil, with the amendment that the packages should not be distributed at the custom-houses, but at the post-offices. It would be an easy matter for the Brazilian minister of finance to make this change.

AMERICAN COAL.

Imports, of course, have decreased, with but very few exceptions, one of which is coal. In spite of the deep-seated prejudices that had to be overcome, and the antagonism of competitors, our efforts on behalf of the American coal trade have not been in vain. In the last two years, the export of American coal to Brazil has steadily and very materially increased. There is no reason why the United States should not furnish the bulk of the coal consumed in this country. A rational effort on the part of our dealers could not fail to be successful. The sooner it is made the better.

THE COMMERCIAL AND FINANCIAL PROSPECT IN BRAZIL.

What are the conclusions to be drawn from the facts and considerations above related? How will the Brazilian people emerge from this crisis? Has the nation entered into a state of decay, or will it soon be able to proceed on the road to progress and prosperity?

I am convinced of the latter.

As the atmosphere before a storm is close and heavy, so was the financial situation immediately preceding the great bank crash of September, 1900; full of doubt, fear, and grave forebodings.

In order to obtain the means to pay its emergency loan of £1,000,000 (\$4,866,500) created in 1897 and the interests due on its other foreign debt, the Government had to overburden the country's commerce and industries. The sums thus collected were sent abroad as fast as received.

In addition to this, large amounts were withdrawn from the native banks and taken out of circulation, either by putting them on special

deposit in the foreign banks by buying Government securities or through the primitive method of locking them up. Thus a stringency of the money market was brought about which served the speculators as a welcome opportunity to create an abnormal rise in the national currency. As a consequence of this condition, the released capital of timid investors and old balances stranded here by the serious depreciation in the gold value of currency, were hurriedly remitted abroad, thus increasing the stringency of the money market.

The outcome of this was a general panic, during which the most important native banks all over the country suspended their payments.

To make matters worse, the coffee "factors" could not, for want of means, or would not, for lack of confidence in the planters, extend to them the customary cash advances on their prospective shipments, thus adding to the complications of the coffee market. Fortunately, the foreign banks disposed of large sums of cash in this most critical moment, which were released by the shipments of coffee and rubber, and the improvement of the situation was thus commenced.

The fact that the middlemen in the coffee market did not come to the rescue of the planters when they were so much in need of it has proven a blessing in disguise, as it forced many of the latter to enter into direct communication with the exporters. This change in the marketing of the coffee crop saves the producers the expense of a commission, and enables them to ship much more rapidly. The crop of this year gets to market twice as fast as that of any previous year; consequently the planters and their creditors will receive their much-needed funds twice as quickly.

This year's Brazilian coffee crop is almost equal to the world's consumption, and Brazil can produce the staple from 50 to 75 per cent cheaper than any other country.

Of the 60,000 tons of rubber consumed by the world, Brazil furnishes 30,000, and principally the best grades.

With some foreign capital invested here to improve the sugar and cotton production and to further develop the mining industry, the value of Brazilian exports could be much increased.

The country's finances have steadily improved during the last three years, and there is no reason why this improvement should not continue. As an evidence of this condition, it may be stated that since July, 1898, the Brazilian Government has remitted twenty-three and a half million dollars to London on account of the foreign debt, and it has recently advanced £700,000 (\$3,406,550) to the Banco da Republica. The necessary change in the agricultural industries of Brazil, cutting up the large coffee estates and diversifying products, is gradually taking place, and it will not only bring about better financial results but will also insure a steady farming population, identified with the development of the country, instead of a transient proletariat which sends or carries its earnings to foreign countries.

All indications seem to justify the hope that the men who shape the destinies of the Brazilian Republic will succeed in bringing the country back to its former prosperity. This process, however, must necessarily be a slow one. Meanwhile, on account of the great shrinkage in values and the lack of cash resources, there are many opportunities for industrial investments here that ought to be attractive to American capital.

AMERICAN SHIPS AND AMERICAN TRADE.

Our import trade with Brazil can never be fully developed as long as our merchandise has to seek foreign bottoms. There ought to be a line of modern steamers between New York and the principal ports of Brazil and the River Plate. If such a line were so organized as to inspire the Rio and Santos coffee shippers with confidence in its regularity and permanency, there would be no lack of return freights. During the year 1900-1901, 4,689,276 bags of coffee were sent from Rio and Santos to the United States, and during the current year, the coffee export thither will undoubtedly exceed 6,000,000 bags. At 35 cents per bag, the freight will amount to over \$2,000,000. From Para, 10,000 tons of rubber were shipped to the United States last year. All this freight ought to have reached our country under the American flag. Brazil imports over 500,000 tons of coal per year. The larger part of this would be furnished by the United States if we had our own steamers. The following is an alphabetical list of articles in which we could well compete with other nations in the Brazilian markets if we could regulate the freight rates in accordance with the exigencies of the situation:

Agricultural implements.	Ice boxes.
Axes.	Instruments, surgical and optical.
Bacon.	Iron, pig iron.
Bedsteads of iron or brass.	Kerosene.
Boots and shoes.	Lamps.
Bridges of iron and steel for railroads and country roads.	Lard.
Bricks and tiles.	Locks.
Butter.	Locomotives.
Canned goods.	Lubricating oils and greases.
Cattle.	Lumber, pitch pine, spruce.
Canvas.	Machinery (agricultural, horticultural, milling, and mining machinery, type-setting machines, brewery apparatus, ice machines, etc.).
Cars, for steam and electric railroads.	Oil, cotton-seed oil.
Cheese.	Organs.
Clocks, especially alarm clocks.	Photographers' supplies.
Clothing.	Pianos.
Coal.	Pitch.
Cotton goods, muslin, drills, and sail cloth.	Plated ware.
Drain pipes.	Printing paper.
Druggists' sundries.	Tools, carpenters' and lumbermen's tools.
Electrical apparatus and supplies.	Turpentine.
Firearms.	Trunks.
Flour.	Safes.
Furniture.	Steel, steel rails.
Glassware, especially imitation cut glass.	Wagons.
Hats, silk, felt, and straw.	Watches.
Hams.	Wheels.
Hardware of all kinds.	
House fittings, iron girders, pillars, etc.	

EUGENE SEEGER,
Consul-General.

RIO DE JANEIRO, *September 23, 1901.*

TRADE OF BRAZIL IN 1901.

In the *Diario Oficial* of November 29 a very elaborate statement is published concerning the foreign trade of Brazil during the first seven months of this year. I have extracted from this paper the facts and figures which may be of interest to the trade in the United States.

The total value of the goods imported into Brazil during the period aforementioned, calculated in pounds sterling, was £10,093,031 (\$49,117,735). The export amounted to £19,424,384 (\$94,628,765), leaving a balance in favor of Brazil of £9,331,353 (\$45,511,030).

From January to August, 1901, Brazil exported to the United States products valued at about \$49,000,000, while its import therefrom amounted to \$6,900,000.

During the present semester, the balance of trade against the United States will be larger, as the bulk of the new crop of Brazilian coffee is always exported during midsummer and fall.

The commerce with Great Britain shows the following results: Imports into Brazil, 72,822,952\$000 (\$18,205,738), of which about 9,722,000\$000 (\$2,430,500) was in gold and silver coin. Exports, 58,859,440\$000 (\$14,714,861). This leaves, as far as merchandise is concerned, a balance against Brazil of 4,300 contos de reis (\$1,075,000). At the present quotation, a conto de reis or 1,000 milreis (1,000\$000) is equivalent to about \$250 United States currency.

Trade by countries.

	Value.	U. S. cur- rency.
ARGENTINA.		
Imports	<i>Milreis.</i> 32,720,237	\$3,108,125
Exports	9,432,500	2,358,125
Balance against Brazil	23,287,737	5,750,000
GERMANY.		
Imports	21,221,583	5,305,383
Exports	63,919,370	15,979,842
Balance in favor of Brazil	42,000,000	10,674,459
FRANCE.		
Imports	16,159,457	4,089,864
Exports	33,122,843	8,280,710
Balance in favor of Brazil	17,000,000	4,240,846
PORTUGAL.		
Imports	14,455,164	3,613,791
Exports	2,357,546	589,386
Balance against Brazil	12,000,000	3,024,406
URUGUAY.		
Imports	13,847,418	3,461,854
Exports	5,668,273	1,392,068
Balance against Brazil	8,300,000	2,069,386
ITALY.		
Imports	9,016,911	2,254,228
Exports	3,132,225	788,066
Balance against Brazil	5,900,000	1,471,172

The following are the details of Brazil's trade with the United States from January 1 to August 1 of the current year:

IMPORTS.

Description.	Quantity.	Value.	U. S. currency.
<i>Miréis.</i>			
Iron and steel and their manufactures kilos..	12, 167, 687	1, 847, 945	\$461, 986
Cotton and its manufacture do...	261, 557	715, 285	178, 821
Apparatus, instruments, machinery, and accessories... do...	696, 661	1, 376, 661	344, 165
Arms and ammunition, military and sporting..... do...	43, 144	206, 662	51, 665
Cod fish..... do...	2, 004, 512	784, 595	196, 148
Lard..... do...	3, 002, 506	3, 045, 846	761, 461
Biscuits..... do...	2, 798	8, 450	862
Tea..... do...	166	872	218
Chocolate, cocoa, and sweetmeats do...	282	267	67
Spices, cloves, mint, etc..... do...	6, 109	9, 145	2, 286
Flour..... do...	27, 206, 584	6, 435, 104	1, 608, 776
Flour (not specified)..... do...	58, 569	31, 514	7, 878
Fruits and green vegetables..... do...	610	588	146
Butter..... do...	251, 114	367, 998	91, 999
Hams..... do...	12, 257	21, 314	5, 328
Cheese..... do...	528	1, 072	268
Bacon..... do...	410, 556	413, 716	108, 429
Alimentary goods not specified..... do...	111, 283	88, 458	22, 116
<i>Beverages:</i>			
Mineral waters..... do...	2, 174	1, 222	306
Beer..... do...	47, 895	84, 551	8, 687
Liqueurs and sirups..... do...	3, 044	3, 551	887
Wines..... do...	870	232	58
Not specified..... do...	12, 420	21, 954	5, 488
<i>Cereals:</i>			
Rice..... do...	182	116	29
Beans..... do...	174, 985	51, 337	12, 884
Maize..... do...	10, 305	2, 577	644
Wheat..... do...	54	9	2
Unenumerated..... do...	286, 502	35, 091	8, 798
<i>Preserved and extract:</i>			
Meat..... do...	21, 326	25, 080	6, 270
Fruits..... do...	18, 498	19, 024	4, 756
Fish..... do...	78, 807	118, 988	29, 738
Condensed milk..... do...	625	694	173
Forage, unenumerated..... do...	45, 000	6, 581	1, 395
Animals, cattle..... head..	81	42, 918	10, 728
Earthenware, porcelain, and its manufactures..... kilos..	108, 154	10, 311	2, 577
India-rubber manufactures..... do...	3, 602	28, 908	7, 226
Pitch..... do...	4, 687, 296	498, 049	124, 512
Coal..... do...	48, 761, 477	1, 554, 574	388, 648
Cigars, cigarettes, and other tobacco..... do...	12	348	87
Cement..... do...	1, 722	202	50
Copper, lead, tin, aluminum, zinc, its manufactures and flanders sheets..... kilos..	453, 047	171, 096	42, 774
Coke and other artificial mineral combustibles..... do...	3	4	1
Leather and skins, and its manufactures..... do...	46, 485	284, 340	71, 085
Cutlery..... do...	4, 168	20, 822	5, 080
Leaves, bark, stalks, berries, flowers, roots, etc., for medicinal and dyeing purposes..... kilos..	10, 920	3, 789	942
Tobacco in leaf..... do...	8, 210	12, 476	3, 119
Grain and seed unenumerated..... do...	42, 869	13, 071	3, 267
Grease and tallow..... do...	76, 789	56, 667	14, 166
Articles of jewelry..... do...	57, 147	3, 515	879
Yarn..... do...	1, 083	401	109
Kerosene and other mineral oils..... do...	22, 669, 045	3, 966, 575	991, 648
Wool, and its manufactures..... do...	571	1, 410	352
Linen, and its manufactures..... do...	13, 540	26, 208	6, 552
Books and printed matter..... do...	27, 867	110, 010	27, 502
Wood, rushes, cane, and its manufactures..... do...	177, 438	72, 837	18, 209
Railway rolling stock..... do...	255, 522	360, 590	90, 147
Medicines and drugs..... do...	122, 520	317, 700	79, 425
Motors and engines..... do...	110, 206	221, 171	55, 292
Mineral, vegetable, and animal oils..... do...	2, 981, 380	1, 377, 100	344, 275
Manufactures of paper and cardboard..... do...	58, 618	39, 020	9, 765
Printing paper..... do...	182, 246	60, 511	15, 127
Perfumery..... do...	24, 267	56, 761	14, 190
Pine..... do...	12, 081, 453	1, 293, 270	323, 317
Sundry chemical products..... do...	48, 420	45, 037	11, 259
Silk, and its manufactures..... do...	577	26, 118	6, 528
Inks, varnish, and material for..... do...	70, 065	57, 169	14, 292
Utensils, tools, and implements..... do...	201, 638	375, 250	93, 812
Glass, crystal, and its manufactures..... do...	54, 137	60, 396	15, 084
Sundry articles..... do...		1, 141, 108	285, 277
Total merchandise.....		27, 880, 564	6, 970, 146
Gold in coin..... dollars..	500	2, 013	508
Grand total.....		27, 882, 597	6, 970, 649

EXPORTS.

Description.	Quantity.	Value.	U. S. currency.
		<i>Mûreis.</i>	
Sugar.....kilos..	96,042,882	18,163,867	\$4,540,969
Castor-beans.....do..	211,165	41,652	10,413
Gutta-percha.....do..	9,623,765	59,924,573	14,981,143
Mangabeira and Kaniçoba rubber.....do..	76,420	244,897	61,224
Cocoa.....do..	1,911,936	2,365,957	591,489
Coffee.....bags..	3,168,412	111,114,384	27,778,596
Chestnuts.....hectoliters..	28,587	796,415	199,103
Wax.....kilos..	323,633	345,793	86,448
Sweetmeats.....do..	60	78	19
Medicinal leaves and roots.....do..	2,662	2,336	584
Fruits.....do..		813	78
Matte.....do..	2,440	1,716	429
Ipecachuana.....do..	318	9,550	2,387
Woods.....do..		67,891	16,972
Manganese.....tons..	7,700	212,382	53,096
Sundry old metal.....kilos..	2,486	2,088	522
Copahya oil.....do..	16,937	39,359	9,839
Plants.....do..		4,900	1,226
Animal residuum:			
Hides, salted.....do..	57,741	51,944	12,986
Hides, dried.....do..	800,813	1,064,156	263,539
Hair.....do..	155,924	270,368	67,562
Isinglass.....do..	176	704	176
Wool.....do..	101,773	74,750	18,687
Sundry skins.....do..	1,006,665	1,078,217	269,554
Quills and feathers.....do..	1,133	13,320	3,330
Horns.....do..	5,000	160	40
Unenumerated.....do..	151,371	28,858	7,114
Sundry merchandise.....do..		3,098	774
Total.....		195,913,726	48,978,431

REMARKS.

For the first time in its history, Brazil enjoys commercial statistics worthy of the name. The interest lately taken here in this branch of governmental science has caused an instructive controversy between the Brazilian secretary of state and the diplomatic representative of Uruguay.

The reason is this: Brazil bought last year from the butchers and farmers of Uruguay products valued at 36,000 contos (\$9,000,000), while Uruguay during the same period bought from Brazil merchandise valued at only 6,000 contos (\$1,500,000).

The Brazilian Government now asks the Uruguayan to so shape its legislation as to create a more favorable condition for Brazilian imports.

The figures of our commerce with Brazil are much more unfavorable to us than the Brazilian commercial relations with Uruguay are to Brazil.

The main articles furnished by Brazil to Uruguay are yerba-matte ("Paraguayan tea") and coffee. These articles the Uruguayans buy almost exclusively from Brazil. But Uruguay has less than a million of inhabitants, and the matte and coffee drinking capacity of mankind has its limit.

The case of the United States is quite different. While the Brazilian export to Uruguay amounts to almost 17 per cent of Uruguay's export to Brazil—about the same proportion as the respective population of these two countries—the export of the United States to Brazil during the first seven months of this year amounted to only one-seventh of the export of Brazil to the United States, as shown by the official figures above.

Uruguay bought almost exclusively from Brazil those articles which Brazil can furnish. Brazil buys from the United States, its best customer, only a small fraction of the merchandise it is obliged to import, and which we could furnish with profit to Brazil. Brazil buys from Europe even such articles of manufacture as we sell to Europe: Agricultural implements, axes, bridges of iron and steel, cars for steam and electric railroads, clocks, clothing, electric supplies, firearms, glassware, hardware, instruments for surgical and optical purposes, pig iron, lamps, locks, machinery, organs, pianos, printing paper, shoe ware, carpenter's and lumbermen's tools, steel rails, etc.; coal, butter, cheese, canned goods, etc.

Our products pay heavy import duties and "extras" on entering Brazil. The great staples of Brazil (coffee and rubber) enter the United States free, but in most of the European countries they are subject to a high tariff.

EUGENE SEEGER,
Consul-General.

RIO DE JANEIRO, *November 29, 1901.*

The customs and internal revenue of Brazil.

Source of revenue.	1900.	1901.	Increase (+) or de- crease (-).
	<i>Milreis.</i>	<i>Milreis.</i>	<i>Per cent.</i>
Import duties collected in gold	15,639,696	25,133,987	.....
Maritime dues collected in gold	291,180	313,007	.....
Total collected in gold	15,930,876	25,446,994	+55.8
Equivalent at average exchange in currency	52,189,353	61,836,195	+18.5
Import duties collected in currency	98,543,096	83,003,775	-15.8
Maritime dues collected in currency	9,039	6,572	-27.3
Total	150,741,488	144,846,542	-3.9
Surcharges	133,650	121,169	-9.8
Inland revenue	5,219,850	5,778,787	+10.7
Excise or consumption dues	9,987,882	9,388,798	-6.1
Extraordinary	592,839	537,582	-9.6
Total	166,675,709	160,672,878	-3.6
Deposits	2,431,912	2,684,285	+10.4
Grand total	169,107,621	163,357,163	-3.4
Total collected in gold	15,930,876	25,446,994	.....
Total collected in paper	116,918,288	101,520,968	.....

BAHIA.

I inclose various tables showing the imports and exports of Brazil for the six months ended June 30, 1901, classified according to country of origin and destination.

This information has been translated and compiled by this office from data furnished by the Brazilian bureau of statistics at Rio de Janeiro.

H. W. FURNISS, *Consul.*

BAHIA, *January 31, 1902.*

H. Doc. 320—40

Imports of Brazil, showing country of origin, from January 1 to June 30, 1901.

[Value in U. S. gold.]

Articles.	Argentina.		Austria-Hungary.		Belgium.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Steel, iron, and its manufactures	<i>Kilos.*</i> 6,865	\$818	<i>Kilos.*</i> 70,764	\$14,924	<i>Kilos.*</i> 3,564,220	\$132,946
Cotton and its manufactures	63,961		100,001		53,373	45,025
Apparatus, instruments, machinery, and parts thereof	3,389	1,747	7,566	6,416	35,801	9,076
Arms and ammunition			41	92	25,240	47,043
Garlic and onions	11,880	312				
Sugar					3,089	254
Olive oil	128	84	8,903	666		
Codfish	180	14				
Lard						
Potatoes	270,133	8,830			825,723	27,301
Biscuits	127	27				
Tea	23	4			50	36
Chocolate, cocoa, confectionery, etc.						
			2,602	259	41	5
Spices			255	27		
Wheat flour	39,378,083	1,727,247	3,744	227,739	1,475	109
Unenumerated flours	295	9	2,919	259	4,000	364
Fruits and green vegetables	78,973	9,215			8,500	224
Butter	7,314	3,600	6,516	3,372	368	314
Hams					287	152
Cheese	600	238			56	25
Jerked beef	8,868,401	1,096,238				
Unenumerated foods			4,853	375	116	20
Mineral waters	269	11	22,671	2,343		
Beer	700	91		3	1,184	514
Liquors and sirups			2,678	1,258	1,844	314
Wine	81	36	1,374	461	398	184
Unenumerated beverages			341	206	4,458	788
Rice	6,000	377			1,000	83
Malt			1,185,740	98,083		
Beans	257,045	10,049	72,213	4,137		
Maize (corn)	5,722,080	122,483				
Wheat	38,165,293	1,142,662	19	1		
Unenumerated cereals	417,557	9,506				
Preserved meat	151	121	959	101	252	259
Preserved fruit	11,752	1,442	1,010	147	3,473	422
Preserved fish					394	158
Condensed milk	70	14			288	49
Alfafa (hay)	7,794,566	147,580				
Unenumerated fodder	33,920	788				
Sheep	1,766	8,265				
Cattle	10,555	454,850				
China and earthen ware	20,050	136	10,507	4,835	298,640	15,773
Rubber manufactures			2,389	5,506	598	942
Rosin					1,979	190
Cigars, cigarettes, tobacco, etc.			30	90	45	56
Cement			50,900	608	5,206,084	49,120
Copper, lead, tin, and manufactures thereof			2,908	5,931	375,767	33,226
Hides, skins, and their manufactures	8,053	5,097	1,953	3,616	4,554	11,676
Cutlery			28	90	410	299
Leaves, bark, etc., for medicinal and dyeing purposes			14,877	8,735	2,392	727
Tobacco in leaves	736	144	579	295	5,332	1,662
Horses and mules	480	22,171				
Grain and seed unenumerated	173,823	3,201	11,669	1,052	260	399
Grease and tallow	1,268,473	175,184				
Jewelry			30	88		
Kerosene and other refined mineral oils			15,788	523		
Wool and its manufactures	2,350	1,479	15,017	39,820	16,947	83,011
Linen and its manufactures	410	737	4,906	9,179	39,493	38,484
Books and printed matter	1,253	1,486	300	220	3,076	1,206
Wood, cane, and its manufactures	23,065	1,546	62,476	26,207	1,385	1,023
Marble	192	35	268	83	26	7
Rolling stock					146,721	13,917
Medicines and drugs	1,527	561	2,239	1,309	3,262	1,063
Mineral, vegetable, and animal oils	32	11	9	2	36,153	4,673
Paper, strawboard, cardboard, etc.			161,096	25,396	166,788	15,906
Printing paper			87,375	10,171	412,675	34,087
Perfumery			244	888	14	11

* Of 2,2046 pounds.

b Head.

Imports of Brazil, showing country of origin, from January 1 to June 30, 1901—Cont'd.

[Value in U. S. gold.]

Articles.	Argentina.		Austria-Hungary.		Belgium.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Sundry chemical products...	14,300	\$1,818	14	\$52	347,387	\$35,630
Silk and manufactures therefrom	213	187	220	1,917	2	10
Paints and dyestuffs	120	8	2,528	263	22,342	3,157
Implements and tools	179	88	1,886	1,096	383,789	42,232
Glass, crystal, and manufactures	2,291	405	27,149	14,622	377,987	35,853
Sundry articles		11,139		95,243		158,104
Total		4,970,935		718,186		797,907

Articles.	France.		Germany.		Great Britain and possessions.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Steel, iron, and its manufactures	548,585	\$78,402	3,472,452	\$270,849	17,968,912	\$598,546
Cotton and its manufactures	96,640	150,642	362,944	394,820	2,878,624	2,265,747
Apparatus, instruments, machinery, and parts thereof	716,106	198,658	680,371	270,436	1,500,281	480,540
Arms and ammunition	31,098	18,896	159,619	73,024	30,459	55,973
Garlic and onions	26,235	736	3,790	180	65	18
Sugar	814	47	3,741	1,794	659	66
Olive oil	46,276	17,004	494	143	299	160
Codfish	640	167	19,121	3,437	5,602,732	656,390
Lard				1	1,320	279
Potatoes	3,061,796	96,680	214,210	6,080	2,208	1,118
Biscuits	8,286	4,394	2,765	3,467	36,100	10,080
Tea	1,791	1,252	9,721	5,081	59,093	35,648
Chocolate, cocoa, confectionery, etc.	8,608	4,596	2,522	1,013	2,175	1,217
Spices	870	306	45,655	12,108	168,182	57,164
Wheat flour	129,770	1,826	44,769	2,607	890,333	43,898
Unenumerated flours	5,224	1,681	57,625	5,530	88,138	8,713
Fruits and green vegetables	5,398	3,564	960	332	1,505	206
Butter	223,947	122,729	2,300	1,250	769	275
Hams	274	134	5,874	2,702	96,991	38,981
Cheese	5,417	2,193	1,345	531	6,129	2,695
Coarse salt			137,655	1,266	4,171,872	34,044
Bacon	53	29	105	66	19,695	6,752
Unenumerated foods	4,121	1,893	48,571	4,218	101,140	8,720
Mineral waters	91,179	9,675	226,363	25,782	10,758	1,323
Beer	1,287	308	23,996	3,891	182,741	31,491
Liquors and sirups	18,346	9,677	458	207	67	57
Wine	687,264	10,807	44,258	10,248	8,405	354
Unenumerated beverages	202,082	63,605	23,253	6,919	80,686	21,088
Rice	17,760	1,010	4,364,397	216,411	31,442,836	1,192,555
Malt	150	85	687,096	59,327	11,790	1,169
Beans	61,506	3,870	1,970	134	1,653	233
Wheat			400	54		
Unenumerated cereals			1,300	207	905	415
Preserved meat	4,114	3,783	4,483	2,757	5,799	2,732
Preserved fruit	122,153	81,981	29,564	6,100	25,158	5,119
Preserved fish	17,162	7,978	9,359	2,559	30,556	6,607
Condensed milk	3,659	784	7,113	955	29,869	6,823
Unenumerated fodder	10,600	808				
China and earthen ware	1,184,336	73,897	1,050,623	117,572	3,908,716	210,394
Rubber manufactures	6,292	10,231	24,055	41,174	31,722	60,899
Rosin			500	54	589	25
Coal			1,037,655	10,334	311,969,677	2,449,557
Cigars, cigarettes, tobacco, etc.	50	73	95	270	186	269
Cement	108,573	1,814	5,363,682	72,067	1,906,217	21,944
Copper, lead, tin, and manufactures therefrom	262,297	75,574	299,083	96,942	3,238,813	397,086
Coke and others similar combustibles	100,000	1,161	67,246	1,131	17,958,247	154,596
Hides, skins, and their manufactures	118,820	228,299	50,088	136,756	44,861	81,674
Cutlery	8,467	9,712	47,784	53,318	53,542	57,852
Leaves, bark, etc., for medicinal and dyeing purposes	5,343	1,775	58,577	23,772	24,982	4,585
Tobacco in leaves	3,101	11,349	8,004	6,256	1,337	358
Grain and seed unenumerated	7,985	3,495	114,304	8,019	17,242	2,106

* Of 2.2046 pounds.

Imports of Brazil, showing country of origin, from January 1 to June 30, 1901—Cont'd.

[Value in U. S. gold.]

Articles.	France.		Germany.		Great Britain and possessions.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Grease and tallow	4,403	\$850	1,809	\$800	119,973	\$16,379
Jewelry	384	15,230	712	24,092	32	1,092
Jute yarns	15,946	4,160	692	216	4,757,667	606,221
Kerosene and other refined mineral oils	1,496	284	31,611	1,779	101,245	5,788
Wool and its manufactures	900,775	197,080	97,882	194,439	242,643	332,818
Linen and its manufactures	38,763	38,233	22,225	24,317	161,215	151,478
Books and printed matter	89,516	76,337	34,875	21,745	12,892	19,572
Wood, cane, and its manufactures	36,368	25,496	97,698	22,702	206,782	19,294
Marble	112	194	808	68		
Rolling stock	18,793	1,057	77,170	17,228	738,059	131,525
Medicines and drugs	139,367	\$69,887	272,854	94,878	188,297	55,616
Motors and engines	2,565	1,735	121,191	25,866	146,669	72,550
Mineral, vegetable, and animal oils	28,710	5,493	100,331	16,525	785,015	115,411
Paper, strawboard, cardboard, etc.	107,972	26,172	1,226,062	161,603	85,442	24,502
Printing paper	307,551	28,723	1,095,459	97,073	33,716	3,903
Perfumery	51,497	104,514	6,320	2,324	3,458	3,076
Pine wood			68,514	2,204	731,157	21,478
Sundry chemical products	339,927	22,328	769,537	95,268	3,177,849	216,672
Silk and manufactures therefrom	16,494	180,062	4,413	39,603	3,021	27,651
Paints and dyestuffs	135,903	10,741	285,166	106,008	930,436	123,604
Implement and tools	80,096	28,190	190,446	87,093	1,307,287	277,163
Glass, crystal, and manufactures	234,424	60,583	1,160,765	118,972	99,184	15,447
Sundry articles		524,179		570,473		545,246
Total		2,782,999		3,688,907		11,704,985

Articles.	Holland.		Italy.		Norway and Sweden.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Steel, iron, and its manufactures	253,985	\$31,587	5,251	\$1,211	273,471	\$20,605
Cotton, and its manufactures	16,457	10,521	674,594	378,141	137	106
Apparatus, instruments, machinery, and parts thereof	295,150	39,851	176,847	41,524	4,483	6,288
Garlic and onions			7,094	612		
Olive oil			142,260	47,205		
Codfish			6,169	1,372	1,675,147	250,724
Lard			2			
Biscuits			14,102	2,135		
Chocolate, cocoa, confectionery, etc.	1,426	637	293	253		
Spices	177	62	5,534	1,610		
Unenumerated flours			1,344	129		
Fruits and green vegetables			26,827	4,893		
Butter	2,836	1,584	67,582	34,529	1,006	673
Hams	446	74	5,127	2,273		
Cheese	206,338	80,977	267,067	101,754		
Bacon			5,117	1,724		
Unenumerated foods	830	130	4,916	1,554	5	8
Mineral waters	200	48	7,190	545		
Beer	1,644	269				
Liquors and sirups	393	104	7,709	2,671		
Wine			5,371,529	508,670		
Unenumerated beverages	65,240	7,536	109,214	29,056		
Rice	96,100	5,554	319,960	19,637		
Malt			63	31		
Beans			28,473	1,582		
Maize (corn)			1,890	190		
Wheat			2,054	152		
Unenumerated cereals	10	1				
Preserved meat			24,066	13,773		
Preserved fruit	484	91	188,183	29,764		
Preserved fish	6,078	779	56,009	16,356	11,529	2,072
Condensed milk	126	18	4,272	891	1,822	381
Unenumerated fodder			6,890	245		
China and earthen ware	138,711	7,181	233,700	11,007	4,881	73
Rubber manufactures			5,085	9,951		
Rosin			50	2		
Cigars, cigarettes, tobacco, etc			3	15		
Cement	8,000	213	42,380	614		

* Of 2.2046 pounds.

Imports of Brazil, showing country of origin, from January to June 30, 1901—Cont'd.

[Value in U. S. gold.]

Articles.	Holland.		Italy.		Norway and Sweden.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Copper, lead, tin, and manufactures.....	Kilos.* 17,949	\$2,968	Kilos.* 2,544	\$3,809	Kilos.* 196	\$251
Hides, skins, and their manufactures.....	257	290	7,941	8,138	158	227
Cutlery.....			2	6	28	69
Leaves, bark, etc., for medicinal and dyeing purposes.....	56	22	9,089	5,091		
Grain and seed, unenumerated.....	484	148	23,419	1,580		
Grease and tallow.....	1,693	838	758	158		
Jewelry.....	1	204	24	641		
Jute yarn.....			143,475	31,982		
Kerosene and other refined mineral oils.....			500	119		
Wool, and its manufactures.....	81	281	4,614	4,988		
Linen, and its manufactures.....	375	194	5,447	4,680		
Books and printed matter.....	2	8	12,991	9,232		
Wood, cane, and its manufactures.....	100	19	9,795	7,047	154,541	11,565
Marble.....			684,131	18,372		
Medicines and drugs.....	163	79	71,657	30,994	88,741	4,458
Motors and engines.....			5,667	1,735		
Mineral, vegetable, and animal oils.....	17,881	2,584	28,483	3,838	547	100
Paper, strawboard, cardboard, etc.....	145,706	7,168	156,729	26,543	646,872	46,740
Printing paper.....	33,561	3,639	99,221	11,450	799,492	56,388
Perfumery.....			1,499	987		
Pine wood.....					980,884	18,735
Sundry chemical products.....	12,278	1,878	36,159	9,671	67,306	3,602
Silk, and manufactures therefrom.....			484	5,298		
Paints and dyestuffs.....	14,580	1,457	14,161	862	27,877	1,453
Implements and tools.....	184	465	8,109	4,896	3,064	1,967
Glass, crystal, and manufactures.....	13,180	1,219	10,783	2,412		
Sundry articles.....		2,767		88,794		2,783
Total.....		212,985		1,549,187		428,405

Articles.	Portugal.		Spain.		Switzerland.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Steel, iron, and its manufactures.....	Kilos.* 125,863	\$21,589	Kilos.* 2,600	\$337	Kilos.* 1	\$22
Cotton, and its manufactures.....	15,323	24,345	2,648	2,460	30,974	70,640
Apparatus, instruments, machinery, and parts thereof.....	92,127	8,400	28	33	12,164	6,237
Arms and ammunition.....			30	136	29	17
Garlic and onions.....	438,159	38,773	8,260	67		
Olive oil.....	559,301	144,444	17,122	4,938		
Codfish.....	2,887	527	3,300	569		
Lard.....	8,654	3,305				
Potatoes.....	960,245	55,542	115,306	11,659		
Biscuits.....	768	245				
Chocolate, cocoa, confectionery, etc.....	1,964	467	6	3	2,386	1,761
Spices.....	10,285	1,427	9,027	1,982		
Unenumerated flours.....	832	58			9,275	4,420
Fruits and green vegetables.....	45,582	5,141	36,982	5,656	28	7
Butter.....	315	229				
Hams.....	2,265	882	756	220		
Cheese.....	1,207	660			14,731	5,314
Coarse salt.....	414,210	3,473	11,439,060	86,895		
Bacon.....	213	74				
Unenumerated foods.....	9,596	9,000	471	100	101	77
Mineral waters.....	4,981	1,096	10,182	3,724		
Liquors and sirups.....	168	173	19	18	202	59
Wine.....	15,469,413	1,585,388	644,662	64,430	443	243
Unenumerated beverages.....	21,766	5,924	6,835	2,980	1,947	689
Rice.....	24,000	1,419				
Beans.....	2,472,298	152,412	3,312	278		
Maize (corn).....	40,267	620				
Wheat.....	4,500	410				
Unenumerated cereals.....	32,538	1,549				
Preserved meat.....	90,356	33,320	174	139	168	54

* Of 2.2046 pounds.

Imports of Brazil, showing country of origin, from January 1 to June 30, 1901—Cont'd.

[Value in U. S. gold.]

Articles.	Portugal.		Spain.		Switzerland.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos. *</i>		<i>Kilos. *</i>		<i>Kilos. *</i>	
Preserved fruit.....	580, 226	\$54, 950	127, 428	\$21, 458	1, 181	\$257
Preserved fish.....	376, 757	51, 869	54, 988	10, 529	96	27
Condensed milk.....	4, 080	878			888, 388	77, 655
Unenumerated fodder.....	155	2				
Cattle.....	20	1, 473				
China and earthen ware.....	801, 825	15, 312	15, 260	1, 106	5	84
Rubber manufactures.....	58	41	178	218	992	2, 715
Cement.....	1, 350	31	2, 920	128		
Copper, lead, tin, and manu- factures.....	308	320	15, 590	1, 196	98	190
Hides, skins, and their manu- factures.....	1, 232	653			25	147
Cutlery.....	1	3			28	59
Leaves, bark, etc., for medic- inal and dyeing purposes..	51, 668	8, 362	1, 188	101		
Horses and mules.....	1	155				
Grain and seed, unenumer- ated.....	78, 752	5, 854	4, 337	238		
Grease and tallow.....	105	83				
Jewelry.....	14	453			1	35
Wool, and its manufactures.....	55	70	6	21	433	1, 245
Linen, and its manufactures.....	1, 627	2, 467			176	698
Books and printed matter...	34, 002	29, 708	116	52	1, 898	2, 859
Wood, cane, and its manu- factures.....	48, 514	18, 731	663	396	1	1
Marble.....	180	12				
Medicines and drugs.....	62, 519	11, 339	8, 844	3, 773	2, 017	785
Mineral, vegetable, and ani- mal oils.....	8, 285	1, 022	83	67	551	45
Paper, strawboard, cardboard, etc.....	4, 568	1, 892	115	52	187	272
Printing paper.....	1, 805	837	2, 070	192		
Perfumery.....	302	127	1	1	15	193
Pine wood.....	3, 580	136				
Sundry chemical products...	38, 382	2, 503	5, 534	2, 299		
Silk, and manufactures there- from.....	41	686	116	999	2, 106	23, 716
Paints and dyestuffs.....	4, 473	681			250	12
Implements and tools.....	8, 227	3, 258	49	55	384	499
Glass, crystal, and manufac- tures.....	139	98			3	10
Sundry articles.....		118, 245		19, 399		54, 909
Total.....		2, 433, 643		257, 733		255, 902

Articles.	Uruguay.		United States.		Other countries.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos. *</i>		<i>Kilos. *</i>		<i>Kilos. *</i>	
Steel, iron, and its manufac- tures.....	177, 675	\$13, 099	11, 026, 128	\$328, 371	350	\$71
Cotton, and its manufactures.....	20, 445	13, 841	174, 425	98, 864	29	73
Apparatus, instruments, mach- inery, and parts thereof..	3, 986	2, 605	470, 114	221, 006	1, 295	1, 106
Arms and ammunition.....	5, 794	379	37, 778	36, 132	1, 000	71
Garlic and onions.....	226, 334	14, 722				
Sugar.....	50	7			182	51
Olive oil.....	3, 596	939				
Codfish.....	6, 084	1, 083	2, 001, 592	172, 140	7, 101	1, 305
Lard.....	867	146	2, 291, 886	491, 776	4, 800	171
Potatoes.....	24, 283	913			2, 743	342
Biscuits.....	3, 355	247	1, 552	386		
Tea.....	2, 803	1, 077	166	191		
Chocolate, cocoa, confection- ery, etc.....	180	79	232	58		
Spices.....	298	64	4, 531	3, 436	11, 230	1, 280
Wheat flour.....	367, 830	19, 868	21, 947, 142	1, 112, 303	4, 600	260
Unenumerated flours.....	1, 182	127	44, 857	5, 632	1, 082	67
Fruits and green vegetables.....	85, 156	11, 549	610	129	135, 467	15, 750
Butter.....	118	44	159, 715	49, 545	102, 750	70, 946
Hams.....			11, 970	4, 536	1, 588	888
Cheese.....	480	117	528	235	698	249
Coarse salt.....	397, 909	4, 028				
Bacon.....			367, 638	78, 833		
Jerked beef.....	17, 376, 009	2, 295, 448				

* Of 2.2046 pounds.

* Head. Digitized by Google

Imports of Brazil, showing country of origin, from January 1 to June 30, 1901—Cont'd.

[Value in U. S. gold.]

Articles.	Uruguay.		United States.		Other countries.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Unenumerated foods	90	\$4	109,768	\$19,065	3,410	\$326
Mineral waters	398	71	2,174	268		
Beer			31,442	5,280		
Liquors and sirups	19	5	3,044	781	500	146
Wine	70,538	6,890	870	51	994	62
Unenumerated beverages	4,898	1,487	6,468	1,554	745	150
Rice	256,729	12,910	182	2,552	2,200	144
Malt					10,050	751
Beans	5,944	836	163,254	10,203	842,156	19,922
Malze (corn)	281,467	7,800	6,057	298	111,887	2,658
Wheat	5,302	217	54	1	15,081	975
Unenumerated cereals	139,108	4,263	210,449	6,261	35,609	655
Preserved meat	574	374	17,502	4,433	372	166
Preserved fruit	3,404	599	11,891	2,778	5,823	1,020
Preserved fish	946	168	54,972	19,341	221	241
Condensed milk			506	117		
Alfalfa (hay)	30,180	842			2,800	50
Unenumerated fodder			45,000	1,447		
Sheep	6,870	22,414				
Cattle	18,690	258,610	25	1,765		
China and earthen ware	3,779	457	54,525	1,109	7,585	160
Raw rubber					116,402	139,148
Rubber manufactures	71	17	1,968	3,288	13	20
Rosin	2,120	73	8,663,267	85,923		
Coal	1,000	10	40,963,680	288,527		
Cigars, cigarettes, tobacco, etc					12,899	8,572
Cement	19,860	389	1,560	3,606	30,850	425
Copper, lead, tin, and its manufactures	26,868	2,748	376,391	1,427	164	212
Coke and other similar combustibles	987	1,338	8	1		
Hides, skins, and their manufactures	8	34	36,992	48,870		
Cutlery			3,381	3,467		
Leaves, bark, etc., for medicinal and dyeing purposes	2,144	181	6,894	488	981	232
Tobacco in leaves	1,560	26,128	5,050	1,972	6,525	2,571
Horses and mules	1,560	28,328			299	5,976
Grain and seed, unenumerated	687,998	63,455	24,937	1,092	104,701	6,188
Grease and tallow	1	49	75,768	12,233		
Jewelry			26	256	27	588
Jute yarns	57,909	3,022	1,033	88		
Kerosene, and other refined mineral oils			16,257,568	624,525	217,066	11,878
Wool and its manufactures	546	923	571	310	20	10
Linen and its manufactures	471	621	10,710	4,908	827	454
Books and printed matter	1	1	16,234	6,219	6	58
Wood, cane, and its manufactures	82,341	4,078	138,176	10,281	50,308	10,290
Rolling stock	42	2	173,752	61,982		
Medicines and drugs	675	272	94,742	49,398	1,931	792
Motors and engines			110,206	48,458		
Mineral, vegetable, and animal oils	619	175	2,555,453	263,889	92,668	8,435
Paper, strawboard, cardboard, etc.	8,025	1,130	40,260	6,566	20,763	1,658
Printing paper	1,484	108	99,603	7,459	2,816	198
Perfumery	27	41	21,307	9,109		
Pine wood	1,400	106	9,068,948	198,127	122,572	2,330
Sundry chemical products	9,800	1,441	31,964	7,844	32,072	2,004
Silk, and manufactures therefrom	17	264	368	8,987		
Paints and dyestuffs	27	372	58,048	9,883	17,485	1,063
Implements and tools	3,166	608	157,333	64,504	10	52
Glass, crystal, and manufactures	1,945	450	41,715	9,823	7,795	1,001
Sundry articles		29,960		173,390		7,640
Total		2,863,543		4,687,879		331,836

* Of 2.2046 pounds.

* Head.

Imports of Brazil from January 1 to June 30, 1901.

Articles.	Total for six months.	
	Quantity.	Value.
	<i>Kilos.*</i>	
Steel, iron, and its manufactures	87,495,062	\$1,473,327
Cotton and its manufactures	3,590,368	3,555,226
Apparatus, instruments, machinery, and parts thereof	3,999,658	1,298,918
Arms and am.nunition	291,088	231,768
Garlic and onions	721,867	55,970
Sugar	8,035	2,219
Olive oil	778,240	215,528
Codfish	9,315,013	1,087,728
Lard	2,307,538	495,679
Potatoes	5,476,645	207,915
Biscuits	67,155	20,981
Tea	73,647	43,289
Chocolate, cocoa, confectionery, etc.	21,828	10,590
Spice	255,845	79,468
Wheat flour	62,767,746	3,185,797
Unenumerated flours	217,225	26,989
Fruits and green vegetables	421,088	56,656
Butter	575,786	289,090
Hams	124,278	50,442
Cheese	504,626	194,988
Coarse salt	16,560,696	128,706
Bacon	392,821	87,478
Jerked beef	26,244,410	3,391,686
Unenumerated foods	288,887	45,490
Mineral waters	376,370	44,886
Beer	248,019	41,847
Liquors and sirups	35,447	15,470
Wine	22,295,024	2,187,761
Unenumerated beverages	527,882	141,982
Rice	36,531,164	1,452,652
Malt	1,894,888	159,386
Beans	3,409,821	208,206
Maize (corn)	6,163,157	133,549
Wheat	38,182,703	1,144,472
Unenumerated cereals	837,476	22,856
Preserved meat	149,000	62,462
Preserved fruit	1,111,680	156,123
Preserved fish	563,123	108,684
Condensed milk	440,192	88,564
Alfalfa (hay)	7,827,546	148,422
Unenumerated fodder	96,565	2,740
Sheep	2,458	30,679
Cattle	29,290	716,698
China and earthenware	7,678,143	458,586
Raw rubber	116,402	139,148
Rubber manufactures	73,421	125,001
Roadn	3,668,505	86,267
Coal	358,972,012	2,742,458
Cigars, cigarettes, tobacco, etc.	13,258	9,345
Cement	12,742,376	150,961
Copper, lead, tin, and its manufactures.	4,618,966	621,819
Coke and other similar combustibles	18,126,488	158,227
Hides, skins, and their manufactures	179,998	807,047
Cutlery	98,322	172,468
Leaves, bark, etc., for medicinal and dyeing purposes	209,082	144,821
Tobacco in leaves	19,089	20,064
Horses and mules	2,340	56,630
Grain and seed unenumerated	1,249,911	96,767
Grease and tallow	1,472,973	206,574
Jewelry	1,251	42,679
Jute yarn	4,976,722	645,639
Kerosene and refined mineral oils	16,625,264	644,896
Wool and its manufactures	1,280,940	806,445
Linen and its manufactures	286,645	276,450
Books and printed matter	207,157	168,703
Wood, cane, and its manufactures	812,219	158,756
Rolling stock	1,154,587	125,711
Medicines and drugs	888,835	425,204
Motors and engines	386,298	150,344
Mineral, vegetable, and animal oils	3,654,770	422,271
Paper, strawboard, and cardboard	2,770,585	845,601
Printing paper	2,976,818	254,228
Perfumery	84,684	120,721
Pine wood	10,977,355	238,116
Sundry chemical products	4,882,509	402,505
Silk and its manufactures	27,495	284,890
Paints and dyestuffs	1,511,446	259,554
Implements and tools	2,144,148	511,288
Glass, crystal, and manufactures	1,976,780	280,986
Sundry articles		2,402,271
Total		37,430,482

* Of 2.2046 pounds.

Exports from Brazil from January 1 to June 30, 1901.

[Value in U. S. gold.]

Articles.	Argentina.		Austria-Hungary.		Africa.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Rum	201	\$11				
Raw cotton	1,992	432				
Sugar	361	21				
Rubber, seringa	4,230	5,944				
Cocoa	208,826	56,164	48,372	\$12,912		
Coffee	45,953	342,280	202,229	1,548,268	51,590	\$380,990
Carnauba wax	536	136				
Cigars	458,900	678				
Cigarettes	113	154				
Confectionery	7,347	2,271				
Manioc flour	247,647	4,213				
Fruits		43,018				
Cut tobacco	187	220				
Leaf tobacco	173,214	37,862				
Maté tea	9,613,179	1,164,116				
Lumber and timber		5,162				
Manganese					5,500	34,468
Scrap, other metals	47	12				
Precious stones		22				
Plumage	10,826	1,343				
Live plants		1,276				
Hides, dry	79,634	21,083	35,668	8,857		
Hair	2,766	963				
Wool	18,920	2,902				
Unenumerated animal residues	5,000	550				
Jerked beef	80	3				
Sundry articles		2,559		110		
Total		1,698,345		1,570,147		415,458

Articles.	Belgium.		France.		Germany.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Rum	48	\$2	262	\$13	322	\$25
Raw cotton					8,582	1,590
Monazite sand					800,040	103,140
Sugar					120	8
Rubber, seringa			1,137,060	1,453,432	30,756	41,240
Rubber, mangabeira, maniocoba	3,819	2,810	19,870	12,973	57,756	45,136
Cocoa	99,136	27,241	1,200,077	320,589	573,740	154,371
Coffee	135,309	806,650	474,125	3,690,314	551,299	4,233,715
Cotton seed					1,898,372	22,837
Nuts					4,256	25,808
Carnauba wax					3,096	71,698
Cigars			1,000	11	459,845	11,311
Cigarettes	10	11			773	992
Crystals			7,103	2,315		
Confectionery			492	152	640	187
Brans					200,000	4,180
Manioc flour			1,343	110	245	902
Medicinal herbs and roots			565	440	39,780	23,436
Fruits				3,000		
Cut tobacco					4,747	5,064
Roll tobacco			11,200	1,048	218,272	23,030
Leaf tobacco	4,920	1,022	899,458	222,314	24,129,889	5,678,241
Maté tea	70	15	659	119	574	27
Ipecac root			44	274		
Dried tongues			28	16	36,492	15,180
Lumber and timber				22,875		17,546
Manganese	5,877	25,862	2,590	15,912		
Scrap iron and steel			203	308	9,048	159
Scrap, other metals					333,291	66,944
Mica			520	174	4,520	2,401
Copaiba oil					675	306
Gold			18,797	9,126	97,807	50,108
Precious stones				121,281		1,980
Agate and other stones	5,715	272	70	106	13,309	1,688
Plumage	1,015	135			206,566	26,637
Live plants		28		661		791
Snuff			788	705	3,912	3,080
Animal oil					69,691	8,666

* Of 2.2046 pounds. † Liters. ‡ Bags. § Hectares. ¶ Number. ⌘ Tons. ⌘ Grams.

Exports from Brazil from January 1 to to June 30, 1901—Continued.

[Value in U. S. gold.]

Articles.	Belgium.		France.		Germany.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Wax			2, 732	\$1, 119	7, 788	\$3, 539
Horns			107, 202	10, 266	195, 139	15, 809
Bone ash			7, 000	58		
Hides, salted			563, 557	81, 701	3, 164, 385	525, 069
Hides, dry	1, 893	\$658	210, 927	52, 051	1, 148, 683	835, 166
Hair	14, 507	5, 806	3, 477	1, 453	29, 240	12, 255
Extract of meat					846	1, 302
Glycerine			110, 365	20, 617		
Fish glue			140	61		
Wool	652, 680	109, 691	68, 020	1, 169	31, 519	8, 519
Skins	1, 002	233	5, 151	10, 993	55	3
Horns, points, and nails			6, 500	39	1, 300	211
Unenumerated animal residue	9, 000	25	235	666	236, 441	5, 922
Taploca			50, 607	8, 680		
Ticum fiber					150	110
Jerked beef			5, 315	661	6, 284	1, 175
Sundry articles		960		11, 640		16, 418
Total		981, 423		6, 079, 641		11, 563, 211

Articles.	Great Britain and Possessions.		Holland.		Italy.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Rum	52, 776	\$2, 984			265	\$13
Raw cotton	2, 130, 943	442, 421				
Sugar	11, 635, 768	406, 719			240	14
Castor seed	1, 143, 086	43, 311				
Rubber, seringa	5, 747, 065	7, 823, 947			8, 769	15, 339
Rubber, mangabeira, maniocoba	141, 048	113, 468				
Cocoa	427, 104	116, 273	231, 742	\$94, 203	73, 547	19, 423
Coffee	18, 568	139, 336	379, 872	2, 952, 738	56, 356	451, 291
Cotton seed	8, 449, 912	96, 363				
Nuts	23, 953	140, 681			34	172
Carnauba wax	69, 508	12, 731				
Cigars	23, 200	556			800	16
Cigarettes	771	741				
Crystals	3, 885	1, 372				
Confectionery	390	123			404	154
Bran	470, 818	10, 294				
Manioc flour	2, 451	184			101	7
Medicinal herbs	43, 266	6, 709				
Fruits		28				23
Cut tobacco					5	3
Roll tobacco	39, 256	8, 629	7, 480	676		
Leaf tobacco	8, 635	1, 461				
Maté tea			150	20		
Ipecac root	594	3, 924				
Dried tongues	140, 260	30, 163				
Lumber and timber		5, 803				1, 200
Manganese	5, 750	36, 177				
Scrap iron and steel	2, 391	99			60, 000	761
Scrap lead and zinc					4, 717	345
Scrap, other metals	95, 756	21, 827			24, 986	2, 633
Mica	11, 056	5, 473				
Copaiba oil	7, 204	3, 457				
Gold	2, 018, 998	1, 029, 140				
Precious stones		43, 606				
Agate and other stones	530	220	8, 296	365		
Plassava	379, 469	45, 034				
Live plants		4, 680				
Animal oils	4, 800	368				
Wax						
Horns	95, 015	6, 706			3, 650	102
Bone ash	4, 112, 923	40, 345				
Hides, salted	3, 113, 902	431, 704				
Hides, dry	16, 222	4, 294			140, 850	39, 830
Hair	10, 853	4, 186				
Extract of meat	1, 629	2, 150				
Fish glue	17, 979	11, 236				

* Of 2.2046 pounds.

* Liters.

* Bags.

* Hectares.

* Number.

* Tons.

* Grams.

Exports from Brazil from January 1 to June 30, 1901—Continued.

[Value in U. S. gold.]

Articles.	Great Britain and possessions.		Holland.		Germany.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Wool.....	1,900	\$1,411				
Skins.....	86,739	9,206				
Feathers and plumes.....	672	1,096				
Horn, points and nails.....	181,015	912				
Unenumerated animal residues.....	9,106	4,721				
Tapioca.....	8,296	1,196				
Ticum fiber.....						
Jerked beef.....	2,989	440				
Sundry articles.....		5,586				
Total.....		11,128,459		\$3,048,002		531,376

Articles.	Portugal.		Spain.		Uruguay.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Rum.....	^b 31,965	\$1,699			^b 45,090	\$2,292
Raw cotton.....	1,432,660	265,752	738	\$198		
Sugar.....	12,279	2,777	52	4	54,540	3,998
Rubber, seringa.....					140,176	196,881
Rubber, mangabeira, manicoba.....					3,615	3,967
Cocoa.....			47,194	12,182	8,400	2,056
Coffee.....	^c 127	1,006	^c 19,641	180,945	^c 17,645	132,582
Cigars.....	39	636			27,900	918
Cigarettes.....	347	462			435	576
Confectionery.....	1,428	406			23,654	3,888
Manioc flour.....	286,859	8,959			1,249,431	24,235
Medicinal herbs.....	58	4			435	243
Fruits.....		50				8,432
Cut tobacco.....					13,529	10,906
Roll tobacco.....					30,144	6,923
Leaf tobacco.....					33,172	3,696
Male tea.....	1,601	324			5,128,897	487,352
Ipecac root.....					13,720	90,642
Dried tongue.....					8,388	5,044
Lumber and timber.....		12,188				1,871
Plussava.....	70,400	9,089		5	5,170	676
Horns.....					7,239	524
Bone ash.....	40	2				
Hides, salted.....	167,568	16,800				
Hides, dry.....	400,921	106,849			286,688	49,775
Hair.....					1,699	572
Extract of meat.....					62,691	20,687
Bones.....					6,213	14
Skins.....	189	103				
Unenumerated animal residues.....	88	11			88,190	4,425
Sundry articles.....		4,172		11		4,172
Total.....		429,686		173,345		1,066,754

Articles.	United States.		Other countries.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Rum.....					^b 134,929	\$6,989
Raw cotton.....					3,574,915	710,698
Monozite sand.....					800,040	103,140
Sugar.....	98,195,599	\$3,888,866	9,590	\$958	104,908,549	4,808,850
Castor seed.....	151,736	6,522			1,294,822	64,683
Rubber, seringa.....	9,500,612	13,025,489	1,591	2,255	16,566,031	22,556,488
Rubber, mangabeira, manicoba.....	78,622	52,136	1,560	1,729	201,290	232,239
Cocoa.....	1,406,178	389,806	27,919	7,104	4,347,235	1,212,423
Coffee.....	^c 2,696,977	21,100,609	^c 134,586	1,002,398	^c 4,764,267	36,948,072
Cotton seed.....					10,848,284	119,200
Nuts.....	^d 21,708	127,877			^d 49,956	294,588
Carnauba wax.....	237,886	59,208				

* Of 2.2046 pounds.

^b Liters.^c Bags.Digitiz^d Hectares.

Exports from Brazil from January 1 to June 30, 1901—Continued.

[Value in U. S. gold.]

Articles.	United States.		Other countries.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.*</i>		<i>Kilos.*</i>		<i>Kilos.*</i>	
Cigars.....			^b 1,300	\$27	^b 567,984	\$14,148
Cigarettes.....			184	249	2,633	3,185
Crystals.....					10,488	3,687
Confectionery.....	10	\$2	600	154	84,865	6,837
Bran.....					670,818	14,474
Manioc flour.....			122,751	8,996	1,910,828	47,606
Medicinal herbs.....	\$24	171	160	88	84,588	31,091
Fruits.....		42		165		54,758
Cut tobacco.....			108	72	18,576	16,264
Roll tobacco.....					306,352	35,306
Leaf tobacco.....					25,249,288	5,944,595
Mate tea.....	2,440	377	678,943	5,623	15,426,513	1,657,973
Ipecac root.....	318	2,101	900	5,945	15,576	102,889
Dried tongue.....					185,163	50,403
Lumber and timber.....		14,936		1,342		82,922
Manganese.....	^c 3,700	21,821			^c 23,417	134,240
Scrap iron and steel.....					71,642	1,327
Scrap lead and zinc.....					4,717	345
Scrap other metals.....	2,486	459			466,416	91,925
Mica.....					16,096	8,048
Copaiba oil.....	13,721	7,856			21,600	11,619
Gold.....					^d 2,135,602	1,088,369
Precious stones.....						166,889
Agate and other stones.....					27,920	2,650
Plasava.....					672,466	82,919
Live plants.....		1,012		187		8,685
Snuff.....			609	562	4,309	4,347
Animal oils.....					74,491	9,034
Wax.....			36	3	10,551	4,658
Horns.....			60,900	9,914	469,145	43,321
Bone ash.....					4,119,923	40,405
Hides, salted.....	26,128	4,759	1,238,246	178,600	8,274,076	1,238,133
Hides, dry.....	735,387	212,886	27,807	6,811	3,054,680	837,209
Hair.....	143,567	54,986			205,890	80,223
Extract of meat.....					65,166	24,139
Glycerine.....					110,365	20,817
Fish glue.....	176	154			18,296	11,431
Wool.....	101,773	16,445			874,812	135,137
Bones.....					6,213	74
Skins.....	916,437	209,353			969,573	229,891
Feathers and plumes.....	826	2,420			1,498	3,515
Horn, points and nails.....					133,815	1,162
Unenumerated animal residues.....	50,278	1,945				
Tapioca.....					398,288	18,265
Ticuum fiber.....					58,892	9,876
Jerked beef.....			1,372	301	15,940	110
Sundry articles.....		677		1,289		2,580
Total.....		39,102,961		1,284,767		78,973,871

* Of 2.2046 pounds.

^b Number.^c Tons.^d Grams.

PARA.

A noteworthy step in the development of the Amazon Valley is the recent establishment by the London and Brazilian Bank of a branch banking house at Manaus. Manaus is the center of the largest rubber-producing region in the world, and the London and Brazilian Bank officials, after careful consideration of local conditions, are confident of doing a paying business.

If the preparations of the London and Brazilian Bank can be accepted as indicating the magnitude of their future business, the results will be unusually large. The regrettable feature is that this is a British instead of an American enterprise.

For months past, northern Brazil has been struggling with a severe financial crisis. How it stood the test has been recorded. I speak especially for the Amazon Valley—the rubber district.

Eventually, trade in Para will be placed on a broader and firmer foundation, the weaker business firms having been weeded out. Conditions are certain to improve, since the steady inflow of the new rubber crop encourages the belief that all previous records for the production of this article will be broken. A large rubber crop can not fail to bring relief, if only temporary. It means an immense circulation of currency, reaching all classes.

K. K. KENNEDAY, *Consul.*

PARA, *October 16, 1901.*

SUPPLEMENTARY.

For the past twelve months, Brazil has been engaged in a desperate struggle with a financial crisis. For the moment, however, financial affairs wear a better aspect.

The large volume of the new rubber crop—perhaps the largest ever recorded—promises temporary relief. It will require considerable time, however, to restore confidence.

Business here is almost at a standstill. Dealers are gradually working off their surplus stocks, which are already reduced to the narrowest margins. A noteworthy feature of the situation is that the few orders which are being placed are booked with some firm in the United States.

When the stocks of goods now in the hands of local merchants are exhausted, there will be a demand for American prints, cloths, hardware, machinery, implements, notions and fancy goods, musical instruments, and general supplies, and when a substantial cash basis has been reached, the Amazon Valley will offer a richer field than ever for American enterprise and trade. For some time to come, however, business with this section should be conducted on a strictly cash basis.

Rubber, the most remunerative product of northern Brazil, has fallen at least 20 per cent in price. Fine rubber is selling to-day for 80 cents per pound, as against \$1 one year ago and \$1.25 two years ago. This slump in the rubber market, coupled with the high rate of exchange, is ruinous to this section of the country.

PUBLIC ENTERPRISES CHECKED.

A regrettable feature of the situation is the fact that the large number of public enterprises projected have been brought to a full stop. The construction of railroads, street-car lines, wharves, sewers, and waterworks has been suspended.

AMERICAN GOODS PREFERRED.

It is a noteworthy fact that American exporters have suffered less from the financial depression in Brazil than those of any other country. American firms deal for cash or on very short credits, while European houses generally give six months' credit. Ships entering this port from the United States still bring full cargoes; but these consist, for the most part, of actual necessities, such as food stuffs, kerosene (in which we have no competition), rosin, shooks, lumber, etc.

NEW BANKS.

In a recent report,* I announced that the London and Brazilian Bank had completed arrangements to open a branch at Manaus on Novem-

*See page 636.

ber 1. It is now credibly reported that the London and River Plate Bank will also open a branch at Manaus on November 15, 1901.

NEW LINE OF STEAMERS.

The Hamburg-American Steamship Company has announced its intention to establish a regular line of steamers between Para and New York, to begin operations on the 1st day of January, 1902.

The carrying trade between the Amazon and New York is now monopolized by the Booth Company. The fare from Para to Europe by this line is but \$50, because the company encounters sharp competition in this direction; but from Para to New York or from New York to Para the fare is \$92.

RUBBER.

During the fiscal year 1900-1901, there entered this port 27,680 tons of rubber, as against 26,881 tons in 1899-1900; and of this amount 15,194 tons were shipped to the United States and 12,486 to Europe, as against 12,474 tons to the United States and 14,407 tons to Europe in 1899-1900.

It will be observed that the rubber crop steadily increases in volume each year, and it is noteworthy that the exports to the United States have largely increased during the past fiscal year, while those to Europe show a proportionate falling off.

This season's rubber crop began to come in much earlier than usual, and besides being of exceptionally good quality, a larger quantity has been marketed up to this time than in any previous year.

In the absence of reliable reports from the up-river districts, it is impossible to predict with any degree of certainty the actual volume of this year's output, but all indications point to the heaviest crop ever sent out of the Amazon Valley, and buyers and shippers here are making extensive arrangements for handling an enormous supply of rubber during the winter months.

I append statement of the business of this port for the last fiscal year.

K. K. KENNEDAY, *Consul.*

Para, October 23, 1901.

Total exports of rubber passing through the port of Para during the fiscal year July 1, 1900, to June 30, 1901.

	To the United States.	To Eu- rope.	Total.
1900.			
July	Tons. 809	Tons. 345	Tons. 654
August	629	791	1,420
September	678	888	1,061
October	1,233	1,108	2,396
November	1,064	938	2,002
December	1,828	1,410	3,238
1901.			
January	1,059	1,146	2,205
February	2,095	1,449	3,544
March	2,801	2,127	4,928
April	1,981	912	2,843
May	859	1,096	1,955
June	653	781	1,434
Total	15,194	12,486	27,680

Review of exports from Para.

Exports in—	Europe.	United States.	Total ex-ported.	Stock on Decem-ber 31.
1900	\$14,313,996	\$12,434,667	\$26,748,663	\$931,000
1899	11,551,691	13,878,318	25,430,009	901,000
1898	12,478,742	9,830,265	21,909,007	1,836,000
1897	10,915,464	12,620,858	22,536,322	943,000
1896	12,556,424	9,045,450	21,601,874	1,062,000
1895	9,518,171	11,251,410	20,769,581	687,000
1894	9,012,658	10,461,030	19,473,688	846,000
1893	7,735,270	11,344,929	19,130,199	1,705,000
1892	7,077,623	11,431,559	18,509,182	919,000
1891	6,157,877	10,831,528	17,789,405	1,447,000
Exports from Manaus, 1900	5,023,200	2,989,525	8,012,725	.....

Total exports of cocoa from the port of Para, January 1 to September 31, 1901, inclusive.

	Tons.		Tons.
January	12	July	1,062
February	10	August	674
March	17	September	166
April	49		
May	194	Total	2,740
June	556		

TRADE CONDITIONS IN PARA.

There are evidences of a temporary relaxation in the stringency of the money market here and an improvement in trade. Nevertheless, the failure of the Bank of Pernambuco caused serious disturbance. Practically all the goods and supplies now sold in Para are American, such as flour, bacon, hams, lard, canned goods, kerosene, machinery, hardware, prints, gingham, drills, plaids, hosiery, notions, fancy goods, lumber, cutlery, musical instruments, electrical supplies, phonographs, etc.

This improved condition of affairs will doubtless continue until spring, when further financial troubles may be expected. At the time of the panic in Brazil, many firms here took out moratorios for five years. The first payment on these will fall due next spring, and the firms that secured them now believe that they made a mistake in not following the example of the others and going into bankruptcy. Many of them have settled for 10 to 15 cents on the dollar.

During the past few weeks, representatives of European shippers have visited this port to study commercial conditions and attempt to recover some of the losses inflicted by the panic. It may be said that outstanding accounts are regarded as total losses, and they little care now to make sales in this country. American shippers, however, are successfully doing a cash business.

The rubber receipts at this port have been 30 per cent larger up to this time than in any previous year, but conservative business men do not regard this as an infallible criterion by which to measure the season's crop. They state that an accurate estimate can not be made before December 1.

An important feature of the situation is the fact that even if the rubber crop should turn out 29 to 30 per cent greater than that of the previous year, it will not put any more money into circulation,

because of the slump in the prices of all grades of rubber. The produce of the Amazon Valley will bring this season from 20 to 40 per cent less money than formerly, while all the necessities of the people must be purchased with currency which has advanced 100 per cent in cost, though its purchasing power in the local market remains the same as two years ago.

The health of this port is bad. I am informed by the leading physicians of Para that yellow fever, smallpox, and leprosy exist in this city at all times, and not a day passes without at least one death from these diseases.

NEW GOLD FIELDS.

Excitement here is running high over the reported discovery of a gold mine in the State of Para. It is impossible to obtain definite information, but the preliminary exploration, it is said, revealed the fact that the ore is very rich in gold. Valuable stones are also reported to have been found. The chief drawback is that the mine is located in territory occupied by wild Indians.

K. K. KENNEDAY, *Consul.*

PARA, *October 30, 1901.*

AMERICAN INTERESTS IN THE AMAZON VALLEY.

The pronounced drawback to American trade in this country is the lack of American banks and steamship lines.

All the goods coming from or going to the United States must be carried in British bottoms, and all business must be transacted through British banks. Freights are far higher between New York and Para than between Europe and Para, and passenger rates are almost prohibitive—all because there is now but one steamship line in operation between the United States and the Amazon.

Nevertheless, in spite of the trade depression and other drawbacks, our exporters continue to enlarge their field here. Little or nothing but necessities is imported, but in foodstuffs, such as lard, bacon, and salmon, lobster, and other canned goods, practically the entire stock in Para is of American manufacture. All the flour and kerosene consumed in the Amazon Valley comes from the United States, and the trade is growing.

American hardware has also come into popular favor here. I am informed on the best authority that there is more American hardware now in stock in Para than of English and German combined. This is not because the American product is the cheapest, but because it has earned a reputation for quality and finish which places it beyond competition.

The same may be said of the staple lines of dry goods now coming to northern Brazil. Practically, the only lines now selling here are white, blue, and brown drills; brown shirtings; colored and striped cottons; denims and fish lines. American manufacturers are now supplying these goods to the almost complete exclusion of the English makes. Our cottons are popular because of superior quality and attractiveness of style. Our drugs also sell well.

American typewriters have become the favorite machines here. Several orders have been sent and the American make is rapidly find-

ing its way into the offices of business and professional men, to the exclusion of foreign machines.

It may be added that this is not a favorable season for our merchants to introduce novelties here. The people are buying only immediate necessities now, and have little left for luxuries.

EXPORTS OF COCOA, NUTS, ETC.

The cacao crop is coming in briskly and promises an unusually large yield. By the last steamer to New York, one firm in Para shipped 50 tons, and probably the next steamer will carry as much more. The cacao this year is said to be of excellent quality.

The nut crop has not yet begun to come down the river, but reports indicate that the season has been favorable and the crop will be large.

There is an occasional shipment of fine feathers, though the trade in these goods has fallen off of late, owing to severe restrictions by the Brazilian Government against the killing of the birds.

Shipments of deerskins maintain an even and unimportant average, as is also the case with balsam.

BRAZILIAN STUDENTS FOR UNITED STATES.

It is a fact worthy of note that many young Brazilians are now going to the United States to complete their education. Until recent years, the young men belonging to the well-to-do class of Brazilians were sent to Portugal, France, or Germany, to acquire their literary, professional, or scientific training; and it was as rare to find a Brazilian speaking English as it is to discover an American speaking Portuguese. Now, English is taught in some of the higher schools here, and the young men are going to the United States to study engineering, electricity, law, medicine, dentistry, and other branches.

CLIMATE, ETC.

The climate is very trying to foreigners, especially in the wet season. Another drawback is the cost of living, which is from two to three times as great here as in any other city in South America. Comparatively large salaries, ranging from \$4,000 to \$15,000 per annum, are paid to clerks, accountants, and managers in the foreign houses, but those who come here to accept them soon find that they can save little money, owing to the high cost of all the necessities of life.

K. K. KENNEDAY, *Consul*.

PARA, *February 1, 1902.*

TRADE IN MANAOS.

Commercial conditions in Manaoas are, on the whole, more favorable than in Para. Manaoas is making steady progress as a business center and showing commendable energy and enterprise in building up commerce.

The new rubber crop handled at Manaoas is remarkably large. From July 1 to November 1, 1901, 4,300 tons of rubber were received in H. Doc. 320—41

Manaos, against 3,100 tons during the same period in 1900—an increase of about 40 per cent. This increase, however, is largely accounted for by two facts: First, a considerable part of the arrivals was rubber that belonged to last year's crop and came down late, owing to the low water in the Jurua River; some, also, was held back by the producers, who would not send it down until they were furnished with supplies for the coming season. Second, more boats of light draft are in service this year than ever before, and they have already brought down a good deal of rubber which in former years came late in the crop season—in January and February.

Of course, in such a country, where communication with the rubber districts is so slow and uncertain, it is practically impossible to make exact predictions of the crops. Most of the important rubber buyers, however, believe that this season's crop will at least be as large as that of last year.

Owing to the high exchange now prevailing, fine rubber is worth less than 6 milreis per kilo, while last year at this time, it brought nearly 8 milreis.

Since January 8, 1901, all rubber produced in the State of Amazonas is required by law to be shipped directly from Manaos to the foreign markets. Formerly, about 7,000 tons of this rubber was shipped from Para. Since January 8, therefore, about one-half of the entire rubber crop of, say, 27,000 tons is shipped from Manaos and the other half from Para.

The establishment of banks at Manaos will greatly facilitate direct business with the United States and Europe, and will exert a considerable influence toward inducing more of the imported supplies for up-river to be sent directly to Manaos, instead of, as heretofore, coming through Para. The establishment of banks will also make easier and less speculative the buying of rubber at Manaos.

The present high rate of exchange undoubtedly makes business difficult for the receivers of rubber, as the cost of labor does not decline proportionately, nor do the duties on imported goods. One great offset to this, however, has been the very low price of farinha, one of the principal articles of food sent up-river, which costs only about one-tenth of what it did last year.

The cable is very uncertain. It has been in working order but half a day during the last two weeks. The cable company has a new steamer, recently launched in England, which is expected here in January. There will then be two repair steamers in service, and, with a coaling station at Santarem, halfway between Manaos and Para, the company hopes to keep the cable repaired with much less delay than at present.

Imports at Manaos, which a year ago were very much reduced owing to the financial crisis, are now coming in freely from the United States, an evidence that more confidence is felt abroad and that the worst of the crisis is over.

FAILURE OF THE PROPOSED LOAN.

For several months past, the State of Amazonas has been conducting negotiations with Paris financiers in an attempt to arrange a loan for carrying public improvements to a conclusion. To facilitate this loan, the legislature of Amazonas passed a bill reducing the duty on rubber to 20 per cent and making it payable in kind or in gold; all rubber col-

lected from such duty to be turned over by the State government to the agents of the parties making the loan as payment of interest and principal until the debt was wiped out. The governor, however, disapproved this bill and vetoed it. It is now announced that the French capitalists have refused to make the loan, and Amazonas must look elsewhere for the desired capital.

AMERICAN TRADE AND TRAVELERS.

During the past four years, United States manufacturers have come into the South American market and practically captured the trade of this valley. But there is one feature of our relations which largely militates against our success. This is the employment by American firms of foreigners to represent them in Brazil, either as traveling salesmen or local agents. Nine-tenths of the representatives of American houses in Brazil are Germans, and the remainder are French, Brazilian, English, and Portuguese.

Two reasons are given for this state of affairs: First, the difficulty of securing Americans who speak the language of the country; and (second) the fact that the Germans are satisfied to work for smaller salaries than Americans demand for this kind of service. So few real Americans are seen in Brazil that it has grown into a proverb that no one ever comes out here from the States who is allowed to live at home.

English commercial houses send out young men for subordinate positions, and have them learn the language. They are promoted as fast as they show ability and fitness, and as a consequence, the English never lack trained men in every line of business who are thoroughly familiar with the people and the language. The Germans follow a similar system. Only the Americans are dependent upon the service of foreigners in a country like Brazil where the competition is especially severe with those very nations upon whose people we have to depend for our agents. We should discontinue the practice of sending Germans abroad to create a demand for our surplus products, and substitute trained Americans who always have the interests of their country at heart.

Never before, probably, have so many choice rubber plantations been offered for sale. On the river Purus and its tributaries, as well as the Madeira and Jurua, the best rubber lands are coming into the market at prices to tempt the most conservative.

I have recently talked with several Americans who have explored the territory adjacent to the Upper Amazon and its tributaries in Brazil, Peru, Bolivia, and Venezuela. They report that the rubber forests of these districts are practically inexhaustible. Vast areas of rubber trees which have never been worked, most of which are adjacent to streams affording transport facilities, are awaiting exploitation.

BRAZIL LOSES VALUABLE TERRITORY.

More than a year ago, Bolivia and Peru made formal claims against Brazil for certain territory in the Amazon Valley, in the western section of Amazonas. A commission was appointed to survey and reestablish the disputed boundaries. Several months of arduous work on the frontier convinced the commission that the river Acra—an affluent of the Purus—was within Bolivian territory, and the latter country

(Bolivia) was accordingly given formal possession. It now appears that the river Acra is one of the most valuable sources of rubber supply to the State of Amazonas.

Many hundreds of miles of territory along and including the rivers Purus, Jurua, and Javari will also be awarded to Bolivia and Peru.

These also include rich rubber lands, which will now be removed from the control of Brazil.

The effect of such a loss of territory on the State of Amazonas will be serious. Both Amazonas and Para derive almost their entire revenues from the export duties on rubber. The River Acra alone (already given to Bolivia) sends down some 2,000 tons of rubber per year. The loss of the other rivers mentioned will reduce the rubber product of Amazonas (and therefore its revenue) probably one-half, the annual product of that State being now estimated at 12,000 to 15,000 tons. This will prove a staggering blow to the newly developed prosperity of Manaus, and can be overcome in the future only by wise and energetic development of the remaining resources of the State, which will take time.

Meanwhile, Peru and Bolivia are offering substantial inducements for the development of their rubber lands and other resources in the shape of reduced export duties, liberal grants of lands, mineral concessions, etc., to syndicates and settlers.

The effect on Para of this new order of things will be, if anything, beneficial. All the rubber extracted in the Amazon Valley must come down the river and pass Para's door, paying more or less tribute in passage; and the great bulk of the up-river supplies of food stuffs, clothing, tools, arms, etc., comes from Para and will continue to do so, at least for many years.

Those who believe that the financial panic has permanently crippled Para will be disappointed. The only outlet for the rubber of the Amazon Valley, which furnishes at least two-thirds of the world's supply, is by way of the Amazon River, and Para is located at the gateway of this great natural highroad.

I learn, upon the highest authority, that former governor Dr. Paes de Carvalho, now in Europe, has practically completed arrangements in London for a loan of £1,000,000 to the State of Para. The details of the negotiation are not yet given out.

K. K. KENNEDAY, *Consul*.

PARA, *November 20, 1901.*

SANTOS.

During the past year, this city has experienced severe commercial depression on account of the bubonic plague. The oldest bank, Banco Mercantil de Santos, has had to close its doors. Santos is the only seaport in the State of Sao Paulo and leads in the export coffee trade of Brazil. Its population is about 50,000. Within the past two or three years, the town council has given more attention to the cleanliness of the city and for this reason Santos has suffered less from yellow fever. An additional 100 contos (\$25,000) has been appropriated for sanitary work.

The yellow fever season generally begins in the latter part of November and lasts until the end of April. This year there have

been only a few cases. Malaria and typhoid fevers, however, are frequent visitors.

The new docks are a great improvement, and Santos can now accommodate over 60 steamers of deep draft. Light and water are furnished by a British syndicate—the City of Santos Improvements Company. Some of the streets and buildings are lighted by electricity. More than 12 cities in this State possess electric-light plants, among others, Jundiahy, Campinas, Limeira, Rio Claro, Ribeirao Preto, Amparo, Rio Grande, Piracicaba, and Sao Carlos do Pinhal.

Santos has 4 health resorts—Guaruja, Sao Vicente, Barra, and Jose Menino. Guaruja, situated on the seacoast some 5 miles from Santos, has a beautiful hotel and about 50 cottages, all lighted by electricity.

The most important industry of this consular district is the cultivation of coffee, which is constantly increasing. All business is transacted in Santos. The fazendeiro, or farmer, before his crop is gathered, receives payment in advance from the commissario, who then sells the coffee to different exporters, keeping a commission of 3 per cent. The following are important coffee exporters of this city:

Commissarios and exporters: Naumann, Gepp & Co., Limited (English), Theodor Wille & Co. (German), E. Johnston & Co. (English), Arbuckle Brothers & Co. (American), Zerrenner, Bulow & Co. (German), Rose & Knowles (English), Prado, Chaves & Co. (Brazilian), Lawrence & Co. (American). Exporters: Carl Hellwig & Co. (German), Augusto Leuba & Co. (French), A. Trommel & Co. (German), Schmidt & Trost (German), Nossack & Co. (German), J. W. Doane & Co. (American), Hard, Rand & Co. (American), Krische & Co. (English), Henry Wolje (German), Karl Valais & Co. (French), George W. Ennor (English), Holworthy, Ellis & Co. (English), W. F. McLaughlin & Co. (American), Hayn & Rosenheim (German).

Branches of the following banks have been established in Santos: Brasilianische Bank für Deutschland (German), capital 10,000,000 marks (\$2,380,000); London and River Plate Bank (English), £1,500,000 (\$7,299,750); British Bank of South America (English), £1,000,000 (\$4,866,500); London and Brazilian Bank (English), £1,500,000 (\$7,299,750); Banque Française du Bresil (French), 10,000,000 francs (\$1,930,000); Banco Allianca do Porto (Portuguese); Eboli & Co. (Italian); Banco do Commercio Industria (Brazilian), 10,000,000 reis (\$5,460,000); Banco Uniao de Sao Paulo (Brazilian), 10,000,000 reis (\$5,460,000); Banco de Sao Paulo (Brazilian), 5,000,000 reis (\$2,730,000).

A United States bank well capitalized would undoubtedly do a large business here. There is also great need for a direct line of steamers between American and Brazilian ports. A very large and remunerative trade awaits its establishment, trade which otherwise must continue to go to European countries.

STEAMSHIP LINES.

The following lines of steamers call at Santos:

GERMAN LINES.

Hamburg-Sudamerikanische Dampfschiffahrts Gesellschaft.—Weekly service, Rio, Bahia, Lisbon, Rotterdam, and Hamburg.

Norddeutscher Lloyd Bremen.—Weekly service, Santos, Rio, Lisbon, Rotterdam, Antwerp, and Bremen.

A. C. de Freitas & Co.—Santos, Sao Francisco, Desterro, Rio Grande do Sul, Rio, Lisbon, and Hamburg.

Rob. M. Sloman Line.—Santos, Rio, Bahia, Pernambuco, and New York.

BRITISH LINES.

Prince Line.—Santos, Rio, Bahia, Pernambuco, and New York.

Lamport & Holt.—Santos, Rio, Victoria, Bahia, Pernambuco, and New York.

Royal Mail Company.—Santos, Rio, Pernambuco, Lisbon, Vigo, and London; also Buenos Ayres.

ITALIAN LINES.

La Veloce.—Santos, Rio, Genoa, and Naples.

Navigazione Generale Italiana.—Santos, Genoa, and Naples.

La Ligure Brasiliana.—Santos, Rio, Genoa, and Naples.

SPANISH LINES.

Campanhia Transatlantica.—Rio, Las Palmas, Cadiz, Lisbon, Vigo, Marin, Corunna, Bilbao, Pasages, Pauillace, and Liverpool.

AUSTRIAN LINES.

Royal Hungarian Navigation.—Santos, Rio, and Trieste.

Austrian Line.—Santos, Rio, and Trieste.

FRENCH LINES.

Société Générale de Transports Maritimes à Vapeur, Marseille.—Santos, Rio, Montevideo, Buenos Ayres, Marseille.

Chargeurs Réunis.—Santos, Rio, and Marseille.

BRAZILIAN LINES.

Brazilian Lloyd.—Rio, Santos, Desterro, Rio Grande do Sul, and Montevideo.

Empresa de Navegacao Gram Pará.—Santos, Rio, Pernambuco, Ceará, and Pará.

Empresa Esperanca Maritima.

Companhia Paraense de Navegacao a Vapor.—Santos, Rio, Bahia, Maceio, Pernambuco, Parahyba, Ceará, Maranhão, and Pará.

Companhia Nacional de Navegacao Costeira.—Rio, Bahia, and Pernambuco.

TRADE OPENINGS.

It is well known here that United States manufactured goods are superior to those of European make. German hardware is successful simply on account of its cheapness. I believe if our shoe and boot manufacturers cultivated this market properly, profitable business would result. United States trade with Brazil has increased heavily of late years, the growing demand for American goods being most encouraging. The White and Singer machines hold their own everywhere in Brazil and are in demand. Our clocks and watches also have an excellent reputation, and the cheaper grades would sell well in this

country. The machinery for the electric tramways in this State, as well as the rolling stock, was purchased in the United States, and our electric fans and typewriters dominate this market. In fact, certain classes of United States goods are securing a firm foothold; for instance, bicycles, molding for picture frames, hinges, bolts, wire nails, screws, tools, locks, firearms, cutlery, razors, Rochester lamps, agricultural implements, such as shovels and plows, and many other articles of general utility, including drills and cotton canvas. The cotton goods from England, however, have a certain stiffness which is preferred by the masses, and large quantities are imported.

Available statistics show, as a rule, the probability of the United States securing in the future a good share of the trade of a country which has heretofore been regarded as the legitimate market for surplus products of European industry.

A paper factory might pay well in Santos. On one occasion, for instance, the daily papers were not issued for want of paper. This is a good opportunity for those desiring to invest in this line of business.

Furniture manufacturers might find a market in this district for some of their products. There is no good furniture of any kind to be had here. The imported articles are very inferior and would find no sale, if there were anything to compete with them. At present, Austria controls the trade. The Brazilians profess to make fine furniture, but their ideas and method of execution are so crude and their prices so exorbitant that the importation of good furniture at reasonable rates would drive the native product from the market. In small tools, such as are used by carpenters, stonecutters, blacksmiths, and artisans generally, United States manufacturers could certainly compete successfully. The superiority of tools made in the United States is acknowledged; the only question is the price, and the way to settle this would be to send a sample shipment to some reliable local dealer in these goods.

United States textile fabrics are practically unknown in Santos. The few lines that reach here at odd times are acknowledged to be of good quality, but the prices are too high to suit this market. The demand is for cheap, bright-colored materials, with special designs and frequent changes. I think the small trade with the United States is due to failure on the part of our manufacturers to introduce their goods by forwarding samples and quoting prices. Some of the large houses of Europe send commercial travelers to Santos and Sao Paulo, where they engage rooms to display their samples.

Americans must learn a lesson from their English and German competitors and exhibit their goods to prospective buyers. If our manufacturers would send to Brazil well equipped, intelligent commercial travelers, speaking Spanish or Portuguese and provided with samples, it is certain that great quantities of American goods could be placed on this market. It is important that American manufacturers should have their catalogues printed in Spanish or Portuguese. The French language is also generally understood, and catalogues in this tongue can be easily read. The State of Sao Paulo has a large population of Italians, and perhaps it would be advisable to have catalogues printed in this language as well. I am informed by the Italian consul-general in this district that there are about 90,000 Italians in the city of Sao Paulo and in the State nearly 1,000,000.

CITY AND STATE OF SAO PAULO.

Sao Paulo, capital of the State of Sao Paulo, contains about 260,000 inhabitants. It is well built and possesses many beautiful and costly edifices and numerous institutions for general and higher education, including a normal school, a law school, and a polytechnic and pharmacy school. The city is situated on the plateau of the inner side of the Serra do Mar range, at an altitude of 2,645 feet. The rainfall on the declivities of these mountains is very heavy, on account of the position of the mountain chain and the direction of the sea winds. The annual rainfall at Alto da Serra (the nearest mountain height) is 140.6 inches, while at Sao Paulo, on the other side of the mountains, it is only 59 inches. The temperature ranges from 62.6 to 91.6.

Contagious diseases, which prevail in the cities on the seacoast, are practically unknown in Sao Paulo. Very rarely, cases are brought in from the coast, but on account of the excellent climate are never epidemic. A well-organized board of health also contributes toward this happy result. The death rate (12.92 per 1,000) is very low, notwithstanding the influx of European immigration, which exhibits in general an unhealthy element.

In the State of Sao Paulo, there are thousands of miles of sterile campo land and sandy plains on which only rank grass or scrub cork trees will flourish. Although notably one of the richest States in Brazil, along the coast for a distance of from 50 to 80 miles inland the land is comparatively useless from an agricultural point of view. Beyond this strip, the soil is better and will, after the forest has been cut or burned down, produce fine crops of indian corn or rice. About 100 miles from the seacoast, begins the great coffee district, which is also variable in fertility. The area of the State is hardly less than that of Great Britain and Ireland combined. Brazil possesses a sufficiency of natural elements to raise it to the rank of a first-class agricultural nation, but the vastness of its territory, its sparse population, the great need of capital, and the difficulty of communication, have retarded progress.

RAILWAYS.

The railways of Brazil are divided, I may say, into three groups, namely, the northern, the central, and the southern. The first is in the States of Rio Grande do Norte, Parahyba, Pernambuco, Alagoas, and Sergipe Bahia; the second in the States of Minas Geraes, Rio de Janeiro, and Sao Paulo, and the third in the State of Rio Grande do Sul. These lines are usually only of local value and of 1-meter (39.37 inches) gauge. A few, however, are destined to become of national importance, among which may be mentioned the line from Recife to Sao Francisco. The Sao Paulo Railway connects Sao Paulo with Santos and the interior of the State of Sao Paulo. This line is 87 miles long, and was commenced in 1860. It runs from Santos to the foot of the Serra do Mar range (about 14 miles). The mountains are climbed to a height of about 2,000 feet by means of four inclined planes, up which the wagons and cars are hauled by rope traction. The power is supplied by stationary engines. Over £3,000,000 (\$14,599,500) have been spent on the new line. The depot at Sao Paulo is the finest in Brazil and cost over £250,000 (\$1,216,625).

ELECTRIC RAILWAY.

The electric street cars in Sao Paulo, owned by an American company, have been in operation for about a year, and hundreds of people from all parts of the State come to enjoy the novelty of a ride in them. The physical characteristics of the city lend themselves admirably to the success of this enterprise. The capital of the company is supposed to be \$6,000,000, but I am informed that a much larger sum has been disbursed. It is only a question of time when the whole tramway system of the city will be in its hands. The same company will also construct an electric street railway in Santos.

AMERICAN COLONY.

There is a small colony of American citizens in this district, about four hours' journey by rail from Santos. Until quite recently, they have been engaged in planting melons, but since the Government has prohibited the sale of this fruit here, the greater part of the colony has been almost reduced to poverty. The exceptions are those engaged in other business.

JOHN J. GIRIMONDI, *Consul.*

SANTOS, *June 30, 1901.*

CHILE.

VALPARAISO.

The Republic of Chile, beginning at latitude 17 on the north and extending to the farthest limits of South America on the south, a distance of 2,500 miles, forms a narrow strip of territory, nowhere more than 200 miles in width. The eastern border is the Andes Mountains, the snow-crowned peaks of which can be seen from almost any point within the territory, while upon the west the Pacific Ocean forms a coast line of over 2,600 miles.

Bordered as it is by the ocean, and including within its limits a range of mountains reaching in some instances an altitude of 24,000 feet, Chile presents a variety of climatic and geographical conditions possessed by few countries in the world and by no other in South America. It also possesses extraordinary natural resources in the way of minerals, timber, and a soil productive of a great variety of grains, fruit, vegetables, and grasses.

The northern provinces of Chile, Tacna, Tarapacá, and Antofagasta, comprise the great nitrate fields of South America, the richest and most extensive in the world. The first two provinces were acquired from Peru in the war between Chile and that country in 1879, and Antofagasta was annexed from Bolivian territory shortly after. The latter territory, designated as the "pampa," is an arid region upon which there is never any rainfall, and upon which there is absolutely no vegetation. Until recent years, it was considered unproductive and worthless; now, railroads penetrate the desert region, millions of dollars have been invested in nitrate properties, and the product of the "pampas" amounts in value to something over \$109,000,000, and com-

poses two-thirds of the export trade of Chile. The nitrate deposits have attracted the attention of capitalists of all nations; valuable plants for mining and preparing the product for market have been placed in the desert, and many prosperous towns have grown up along the coast as a result of the business in transporting the vast output.

Farther south, toward Valparaiso, the most important seaport and commercial city in Chile, there is more vegetation, the rainfall from June to September being very heavy. Between the mountain ranges and hills which crowd close down to the sea are beautiful, fertile valleys, where wheat, barley, oats, rye, and various kinds of grasses grow and mature well. That section of the country also produces a great variety of fruit of excellent quality, including grapes, from which are manufactured good grades of wine.

From the capital of Chile, Santiago, extending several hundred miles south are wide fertile valleys and table-lands under a high state of cultivation and wonderfully productive.

Still farther south, the topographical condition of the country changes, with the climate, and the semitropical appearance of the regions farther north gives place to wood-crowned hills and streams fringed with forest trees. In the provinces of Arauco and Coronel are rich and extensive coal deposits, which are now being profitably worked. The aggregate output of the coal mines in this district last year amounted to 600,000 tons.

In the far southern provinces of Chile are vast forests, many of them still untouched by the woodman's ax. There the chief industry is the lumber business, which is being rapidly developed. The soil in the timber regions of southern Chile is good, and when the timber is removed, the land is valuable for agricultural purposes. Railroads are being pushed into the country, and many sawmills and flour mills, all of American manufacture, are being erected and put into operation. Practically all the lumber is cut with American mills, and all of the machinery used in the production of flour in this country comes from the United States.

COMMERCIAL STATISTICS:

The commercial statistics of Chile for 1900 (the latest obtainable) show a material increase in the foreign trade of the country over 1899 or any previous twelve months for a number of years. The figures relating to the import business show that the United States ranks third in the volume of trade with Chile and fourth in the value of exports from Chile. In imports, Great Britain stands first, Germany second, and the United States third; while in the value of exports Great Britain, Germany, and France lead the United States in the order named.

The value of imports into Chile from the United States for the year 1900 shows an increase of \$3,901,338* (\$1,423,988) over that of the previous year. The increase in the value of imports from Germany for 1900 over 1899 was \$4,572,980 (\$1,669,138), while the import trade from Great Britain shows a decrease for 1900 from that of 1899 of \$1,856,108 (\$677,479).

*The figures represent the Chilean gold dollar, which equals 36.5 cents in United States money. The equivalents in our currency are given in parentheses.

The figures relating to the exports of Chile to the four countries transacting the largest trade show that Great Britain alone increased her volume of business in 1900 over that of the previous year. The export trade with Germany in 1900 was \$694,999 (\$253,675) less than in 1899. The decrease in the export trade with France for the corresponding period was \$1,364,155 (\$497,917), and the decrease in the trade with the United States in 1900 as compared with 1899 was \$962,513 (\$351,317).

The value of the foreign trade of the Republic of Chile in the year 1900 was \$296,212,777 (\$108,117,664), as compared with \$269,366,491 (\$98,318,769) in 1899; consequently there was a difference of \$26,846,286 (\$9,798,895) in favor of 1900.

Of the total value of the foreign trade in 1900, the sum of \$128,538,142 (\$46,916,422) corresponded to imports and the sum of \$167,674,635 (\$61,201,242) to exports. As compared with 1899, there was an increase of \$22,277,784 (\$8,131,391) in imports and of \$4,568,502 (\$1,667,503) in exports. All the ports of entry, with the exception of Pisagua, which showed a trifling decrease of \$140,388 (\$51,242), experienced in 1900 an increase in imports as compared with 1899, as may be seen from the following statement:

Port.	1899.		1900.	
	Chilean currency.	United States currency.	Chilean currency.	United States currency.
Pisagua	\$1, 823, 698	\$483, 150	\$1, 188, 310	\$431, 908
Iquique	10, 704, 569	3, 907, 168	12, 658, 826	4, 820, 471
Tocopilla	1, 586, 484	579, 067	1, 721, 118	628, 206
Antofagasta	8, 580, 678	1, 288, 697	4, 677, 621	1, 707, 381
Taltal	1, 150, 278	419, 861	1, 475, 589	538, 572
Caldera	1, 259, 779	459, 819	1, 308, 200	477, 498
Carrizal Bajo	314, 894	114, 988	488, 994	178, 483
Coquimbo	2, 821, 358	1, 029, 796	4, 116, 092	1, 502, 373
Valparaiso	66, 968, 613	24, 443, 544	79, 109, 629	28, 875, 014
Talcahuano	13, 305, 219	4, 856, 405	16, 581, 448	6, 052, 229
Coronel	1, 837, 081	670, 516	2, 477, 234	904, 190
Valdivia	1, 306, 619	476, 551	2, 497, 068	911, 435
Puerto Montt	151, 986	55, 475	241, 943	88, 809
Ancud	162	55	1, 105	403
Total	106, 260, 358	38, 785, 030	128, 538, 142	46, 916, 419

Valparaiso, the chief distributing center of the Republic, experienced an increase of \$12,141,016 (\$4,431,470), equal to 18.12 per cent; Talcahuano, the second distributing center, had an increase of \$3,276,229 (\$1,195,824), while the other ports showing gains of importance were: Iquique, \$1,954,257 (\$713,303); Antofagasta, \$1,146,943 (\$418,634); Coquimbo, \$1,294,734 (\$472,577); Valdivia, \$1,191,464 (\$434,884).

Table showing the relative values contributed by foreign countries to the import trade of Chile in 1899 and 1900.

Country.	1899.		1900.	
	Chilean currency.	United States currency.	Chilean currency.	United States currency.
Great Britain	\$44,338,050	\$16,183,388	\$42,481,942	\$15,505,909
Germany	29,748,898	10,858,348	34,321,877	12,527,485
France	5,525,162	2,016,684	9,289,642	3,890,719
Belgium	1,021,123	372,710	1,005,616	367,050
Italy	1,536,532	560,884	2,232,361	814,812
Spain	486,867	177,706	798,984	291,611
Portugal	31,208	11,389	15,078	5,503
Holland	2,027	740	87,106	13,544
Switzerland	31,657	11,565	73,832	26,588
Denmark			460	168
Austria-Hungary			262	92
Russia	1,494	545	10,411	3,800
Greece			814	297
Sweden	12,974	4,736	23,701	8,551
Norway	1,970	719	10,272	3,749
India	915,164	334,031	1,137,755	415,281
China	364,858	133,178	510,381	186,289
Japan	13,912	5,077	14,914	5,444
Java	8,026	2,929	448	164
Jamaica			135	49
Australia	767,623	280,182	9,313,061	3,399,267
Polynesia	11,694	4,268		
United States	8,197,569	2,992,112	12,098,808	4,416,065
Cuba	209,328	76,405	308,957	110,937
Mexico	1,047	382	3,235	1,151
Guatemala	6,008	2,191	165,837	60,531
Costa Rica	344,026	125,569	212,106	77,418
Nicaragua	5,325	1,944	2,574	1,049
Colombia	174,874	63,829	21,656	7,904
Ecuador	1,546,907	534,621	1,076,283	392,825
Peru	5,185,194	1,892,596	6,715,492	2,451,154
Bolivia	225	82	138,026	50,379
Argentina	2,186,487	798,068	2,538,413	923,521
Uruguay	1,335,600	487,494	2,011,258	734,109
Paraguay	143,622	42,422	180,559	65,904
Brazil	1,777,489	648,783	1,640,170	562,162
Fisheries	327,437	119,515	251,541	91,812
Total	106,260,358	38,786,030	128,538,142	46,916,422

The value of the imports from Great Britain in 1900 represents 33.05 per cent of the whole; Germany stands for 26.70; the United States for 9.41; Australia, 7.24; France, 7.22; and Peru, 5.22. The principal articles showing increases were:

Articles.	Chilean currency.	United States currency.	Articles.	Chilean currency.	United States currency.
Oil, lamp, etc	\$230,762	\$64,225	Matches	\$419,111	\$189,476
Steel, bar and sheet	247,817	90,453	Flannel	1,181,176	431,129
Wire, assorted	568,249	207,410	Iron:		
Hollow ware, enameled	221,420	80,818	Bar and pig	153,465	56,015
Rice	398,039	145,284	Sheet, galvanized	606,467	221,380
Sugar, brown	1,292,537	471,776	Cotton, sewing	247,865	90,471
Bottles	497,475	181,578	Earthenware	390,088	142,382
Piping, iron	334,136	121,960	Paint, assorted	165,576	60,435
Coal	1,025,482	374,301	Tallow	908,223	330,771
Kerseysmeres	1,068,623	395,522	Hats	446,902	163,119
Glassware	570,806	206,345	Tea	291,189	106,284
Skins, assorted	302,309	110,343	Wheat	1,603,792	585,384
Drugs	656,988	239,436	Carpet, Kidd	406,323	148,306
Stearine	562,391	205,273			

It is worthy of note that since the imposition of a prohibitive duty of 65 per cent (December 23, 1897) on certain foreign articles, with the object of protecting home products, the only articles out of all those against which the duty was leveled which show a falling off are boots and shoes, shirts, biscuits, printed music, and wax candles.

As already stated, the value of the exports in 1900 amounted to \$167,674,635 (\$61,201,242), an increase of \$4,568,502 (\$1,667,503) over 1899.

Table showing the relative importance of each port of the Republic in the export trade of Chile in 1899 and 1900.

[Values in United States currency.]

Port.	1899.	1900.	1900.	
			Increase.	Decrease.
Pisagua.....	\$5,348,945	\$4,479,889		\$869,056
Iquique.....	26,048,606	30,388,123	\$4,344,517	
Tocopilla.....	4,294,956	5,179,440	884,484	
Antofagasta.....	3,148,564	3,307,974	159,410	
Taltal.....	2,666,561	2,732,879	67,318	
Caldera.....	1,090,008	1,213,733	123,730	
Carrizal Bajo.....	337,135	456,104	118,969	
Coquimbo.....	3,223,047	3,810,040	586,993	
Valparaíso.....	6,349,938	4,669,272		1,680,666
Talcahuano.....	2,207,259	761,802		1,445,457
Coronel.....	3,917,267	3,393,758		523,509
Valdivia.....	902,407	803,226		99,231
Total.....	59,533,739	61,201,242	6,285,421	4,617,919

The distribution of the exports compared with 1899 was:

Country.	1899.		1900.	
	Chilean currency.	United States currency.	Chilean currency.	United States currency.
Great Britain.....	\$110,523,378	\$40,342,858	\$123,236,317	\$44,981,256
Germany.....	20,921,999	8,001,530	20,227,090	7,382,888
France.....	9,334,281	3,407,013	7,970,126	2,909,096
Italy.....	869,949	317,581	10,022	3,658
Spain.....	1,500	548	35,634	13,006
Belgium.....	342,673	125,076	9,627	3,514
Holland.....	71,519	26,104		
Denmark.....	157,865	57,621		
Portugal.....	140,818	51,398		
United States.....	7,349,868	2,682,696	6,387,345	2,331,331
Mexico.....			750	274
Central America.....	72,600	26,499	53,095	19,330
Colombia.....	259,271	94,634	239,587	87,449
Ecuador.....	544,696	198,814	577,758	210,889
Peru.....	4,248,312	1,550,633	1,675,208	611,814
Bolivia.....	1,123,537	410,291	862,258	314,722
Argentina.....	804,882	111,282	339,263	142,061
Uruguay.....	829,082	302,615	518,552	189,271
Brazil.....	186,230	67,992	149,168	54,444
Falklands.....	22,318	8,146	23,145	8,448
Cape Colony.....			46,610	17,013
Ships' stores.....	5,796,315	2,104,706	5,263,100	1,921,032
Total.....	163,106,133	59,533,738	167,674,635	61,201,246

WHEAT IMPORTS AND EXPORTS.

The following table shows the importation of wheat into Chile for the years set out therein. The figures show an increase in importation in recent years, which, when compared with the export statistics on wheat for a corresponding period, to be found in another table, would indicate that the production of wheat in Chile is on the decrease. The importation of wheat into Chile in 1901 was much greater than during any previous year, but the exact figures are not now available. The large increase in the importation of this article during the past

year is due to the fact that the wheat crop in Chile was almost a failure:

Year.	Quantity.	Value.	
		Chilean currency.	United States currency.
	<i>Kilograms.</i>		
1886.....	42,286	\$4,218	\$1,540
1887.....	15,220	2,061	749
1888.....	1,578	167	61
1889.....	1,616,157	275,072	100,401
1890.....	101,916	12,907	4,711
1891.....	1,156,940	122,268	44,628
1896.....	20,370	1,720	628
1898.....	2,876,564	190,124	69,385
1900.....	20,419,277	1,608,792	586,384
Total	25,752,308	2,212,319	807,497

Of the 20,419.3 metric tons (metric ton = 2,205 lbs.) of wheat imported into Chile in 1900, 9,766.4, or nearly one-half of the total, came from the United States, and the wheat importations for the year 1901 will show even a greater per cent. The cereal is shipped from Pacific coast ports in sailing vessels, which reduces the cost of transportation to the minimum.

Table showing the exports of wheat during the decennial period 1891-1900.

Year.	Quantity.	Value.	
		Chilean currency.	United States currency.
	<i>Kilograms.</i>		
1891.....	178,048,276	\$15,275,876	\$5,575,512
1892.....	145,801,648	13,074,024	4,772,200
1893.....	185,962,772	12,833,022	4,684,053
1894.....	116,235,021	6,967,249	2,543,046
1895.....	78,581,349	4,291,432	1,566,273
1896.....	137,565,334	8,707,879	3,178,376
1897.....	72,394,139	5,485,240	2,002,113
1898.....	76,964,606	7,696,460	2,809,208
1899.....	45,812,687	4,581,268	1,672,163
1900.....	9,435,055	943,405	344,379

Table showing the principal exports from Chile for the year 1900.

Articles.	Chilean currency.	United States currency.	Articles.	Chilean currency.	United States currency.
Nitrate of soda	\$109,945,156	\$40,129,982	Guano	\$1,377,400	\$202,751
Bar copper	17,899,200	6,533,208	Borate of lime	1,317,676	480,952
Iodine	4,043,172	1,475,758	Copper and silver regulus	1,150,836	420,055
Coal	3,900,460	1,428,668	Wheat	944,075	344,587
Gold, in bars and bullion	2,806,698	1,024,445	Silver sulphurets	863,332	315,116
Silver, amalgam and in bars	2,499,116	912,177	Chinchilla skins	789,954	288,333
Leather	2,348,053	857,039	Walnuts	552,051	201,499
Copper ores	2,021,267	737,762	Beans	535,991	196,637
Copper regulus	1,935,165	706,335	Honey	509,617	186,010
Wool	1,465,883	535,047	Wax	508,413	183,746
Barley	1,379,574	503,545	Clover seed	482,057	175,951
			Oxhides	435,693	158,028

Table giving an analytical compilation of the export trade of Chile in 1899 and 1900.

[Population in 1896, 2,985,859.]

	Total exports.				1900.	
	1899.		1900.		Exports per inhabitant (Chilean).	Percentage.
	Chilean currency.	United States currency.	Chilean currency.	United States currency.		
Mining	\$137,642,605	\$50,239,551	\$151,640,148	\$55,348,654	\$50.88	90.43
Agriculture	10,614,375	3,874,247	6,002,056	2,190,750	2.00	3.59
Manufactures	4,662,650	1,701,867	3,458,307	1,262,282	1.16	2.06
Wines, liquors, and alcohol	828,615	119,944	304,024	110,969	.10	.18
Animals, hides, etc.	5,451,707	1,989,873	4,349,235	1,587,471	1.45	2.58
Miscellaneous	180,599	65,919	554,583	202,423	.19	.34
Specie	2,595,577	947,386	2,025	789		
REEXPORTATION.	161,476,128	58,988,787	166,310,378	60,708,288	55.73	99.18
Duty-paid articles	1,228,350	346,348	1,348,954	492,358	.47	.82
Specie	401,655	146,603	15,303	5,600		
Total exportation.	163,106,133	59,533,738	167,674,635	61,201,246	56.20	100

NITRATE PRODUCTS.

The world's supply of nitrate of soda is derived chiefly from the northern provinces of Chile. The deposits occur in a narrow bend following the eastern foot of the coast line of hills, at an elevation of from 3,000 to 4,000 feet, and at a distance from the sea varying from 15 to 35 miles. The crude nitrate is formed under a covering of dust a few inches thick. The first layer is extremely hard rock, containing from 10 to 20 per cent of nitrates. This rock varies in thickness from a few inches to 18 feet, and is bored through in order to reach the richer material called caliche, which sometimes contains as much as 80 per cent of nitrate. The caliche layer also varies in thickness up to 7 feet. The rock nitrate is neglected and the caliche is carted away to the crushers.

The statistics relating to nitrate products show that the exports to the United States increased last year over 40,000,000 pounds.

The chief source of revenue for the Government of Chile is the nitrate of soda products from the fields in the provinces of Tacna and Arica in the north of the Republic. As shown in the tables, the total value of exports from Chile for 1900 amounted to \$166,310,378 (\$60,626,638). Of this amount, \$109,945,156 (\$40,129,982) was derived from the export of nitrate, and from mining products of all kinds including nitrate, \$151,640,145 (\$55,348,653), leaving only \$14,670,233 (\$5,354,635) from all other sources.

There is in Chile an association of nitrate producers and exporters. The object of this association is to secure uniformity in contracts, the maintenance of prices, control of output and shipping.

The figures given below are taken from, and the estimates based upon, a recent report issued by the association. The directory fixed the exportation from April to December, inclusive, of the present year, at 75 per cent of the quotas assigned to the several nitrate plants in the country. This percentage gives a total of 2,333,215 pounds, to which quantity there should be added the exportation in the first quarter of the year, amounting to 618,838,300 pounds, giving a total of

2,952,053,600 pounds for the current year. As a result of the preceding calculations, it follows that the exportation in the first quarter of 1902 should be 767,738,400 pounds, for by adding the exportation from April to December, amounting to 2,333,215,300 pounds, and the exportation from January to March last in excess of the stocks on December 31, 1900, amounting to 26,346,300 pounds, the total of the quotas, the base of the combination, is made up thus—3,127,300,000 pounds.

In order to show that the calculation based upon the 75 per cent of the quotas assigned to the works was well founded, the following estimates are given. The probable consumption from April 1 of the current year till April 30, 1902, is estimated as follows:

	Pounds.
Europe	3, 132, 278, 000
United States	445, 744, 800
Other countries	30, 130, 100
Chile	3, 288, 900
Total	3, 611, 441, 800

To meet this consumption, there was disposable on April 1 of the current year:

	Pounds.
Europe, on shore and afloat.....	1, 269, 815, 000
United States, on shore and afloat.....	113, 761, 000
Total	1, 381, 576, 000

To this quantity there is to be added the exportations by steamers from January 1, 1902, till March 15 of the same year, which ought to be on shore or in port before April 30, 1902, 205,790,000 pounds, making 1,587,366,000 pounds. It would only be necessary to export the balance of 2,024,075,800 pounds, and as the 75 per cent of the quotas gives a total of 2,333,215,300 pounds, there will be in Europe and the United States stocks on shore representing 309,139,500 pounds, compared with 248,673,500 pounds on April 30 of the present year.

RAILWAYS IN CHILE.

About 50 per cent of the railways in Chile are owned and operated by the Government. The latest statistics show that the aggregate of railways in operation in the Republic at this time is 4,486 kilometers (2,788.2 miles, a kilometer representing six-tenths of a mile), 2,186 kilometers (1,358.8 miles) of which are owned by the Government and 2,300 (1,429.4 miles) by private companies.

Practically all the rails used in the construction of the Government roads, and the rolling stock for the operation of same, come from the United States. Sixteen thousand tons of steel rails and 600 freight cars were recently imported from the United States for the Government railways in Chile, and additional orders have been placed for 400 freight, 60 passenger, 3 Pullman cars, and 16 locomotives. The roadbeds of the Government railways in Chile are good, and a fair rate of speed is attained by the passenger trains on the main lines.

The following statistics are taken from a recent report on the railways of Chile:

	Kilo- meters.	Miles.
Coquimbo to Serena.....	16.2	10
Ovalle to Panulicillo and Paloma.....	152.3	94.6
Serena to Elqui (construction not yet completed).....	73	45.4
Chanaral to Animas and Salado.....	56	34.7
Chanaral to Pueblo Hundido.....	66	41
Huasco to Vallenar.....	49	30.4
Valparaiso to Santiago, including the Vagas branch to the Andes.....	232	144
Calera to Ligua and Cabildo.....	72	44.7
Santiago to Talca, including the branches from Santiago to Melipilla, from Pelequen to Peumo, and from San Fernando to Alcones.....	430	267.2
Talca to Temuco, including the branches from Parral to Cauquenes, from San Rosendo to Talcahuano, from Santa Fe to Angeles, from Coligue to Mulchen, and from Renaico to Traiguén.....	735	456.7
Talca to Constitución.....	92	57
Villos to Choapa.....	58	36
Valdivia to Osorno.....	150	93.1
Total.....	2,186.5	1,358.8

The railway lines at present in exploitation by private parties, beginning with those in the north of the Republic, are:

	Kilo- meters.	Miles.
Arica to Tacna.....	63	39
Iquique to Estacion Central, and from there to Pisagua in the north and Lagunas to the south.....	482	299.5
Junin to Pisagua, and branches to the nitrate deposits of San Antonio, Cruz de Zapiga, Aragon, Carolina, and Sal de Obispo, and from these last branches to San Patricio, Santa Rita, La Union, Bearnas, Patria, Huascar, and Reducto.....	104	64.6
Agua Santa to Caleta Buena, and branches to the nitrate districts of Negreiro and Huara.....	128	79.5
Tocopilla to Toco, and branches to the nitrate offices.....	114	70.8
Antofagasta to Ollague.....	442	274.6
Taltal to Cachinal, and branches from Cancha to Santa Luisa, and from Refresco to Lautaro, Atacama, and Julia.....	212	131.7
Santa Luisa to limestone quarries.....	50	31
Caldera to Copiapó, and branches to the mining camps of Puquios, San Antonio, Apacheta, and Chonarcillo or Juan Godoy.....	242	150.3
Carrizal to Cerro Blanco.....	196	121.7
Tongoy to Cerrillos, and branches from Cerrillos to Tamaya and Trapiche.....	82	50.9
Los Andes to Salto del Soldado.....	25	15.5
Santiago to Puente Alto.....	21	13
Concepcion to Penco.....	16	9.9
Concepcion to Curanilahue River, and branch of the Arauco.....	103	64
Maquegua to Port Laraquete.....	20	12.4
Total.....	2,300	1,429.4

There are also at the present time 306 kilometers (190.1 miles) of railway under construction, as noted below:

	Kilo- meters.	Miles.
From Serena to Rivadavia.....	84	52.2
From Villos to Illapel and Salamanca.....	102	63.8
From Pitrufquen to Loncoche.....	55	34.2
From Antilhue to Loncoche.....	65	40.4
Total.....	306	190.1

The following lines have been surveyed: Pueblo Hundido to Inca; Animas to Los Pozos; La Paloma to San Marcos; Ligua to the north;

Choapa to Illapel and Salamanca; Belt Railway of Santiago; Talca to Oriente; Cauquenes to Coelemu; Temuco to Carahue; Osorno to Puerto Montt; Vina del Mar to Quinteros; Alcones to Pichilemu; Angeles to Antuco.

In the matter of State railways, work has been prosecuted on 10 main, secondary, and branch lines, which, when completed, will represent a total of 439 kilometers (272.7 miles). The final surveys of 7 lines and branches, representing a total of 275 kilometers (170.8 miles), have been completed, and 18 lines and branches, of a total length of 994 kilometers (617.6 miles), are being surveyed. The income of the State lines in 1900 amounted to \$14,944,180 (\$5,454,626). With the \$2,500,000 (\$912,500) voted by Congress, 805 cars and some locomotives have been procured.

The prolongation of the trunk-line system north to the rich zone of Tarapaca has become a national aspiration, and a contract has been entered into for the necessary surveys.

TRANSPORTATION FACILITIES.

There are three steamship companies—the Pacific Steam Navigation Company (British), the Kosmos Steamship Company (German), and the Compañía Sud-Americana de Vapores (Chilean)—operating lines between the United States and South American ports. They carry the mails and do a general passenger and cargo traffic. In addition to the above-named companies, the firms of W. R. Grace & Co. and Beeche & Co., each with several branch houses on the South American coast, operate a line of steamers, carrying cargo only, from the United States to Chilean ports.

The number of steamers owned by the several companies operating between the United States and Chile is given below.

Number of steamers owned by the several companies operating between the United States and Chile.

PACIFIC STEAM NAVIGATION COMPANY.

Name of steamer.	Tons dead-weight capacity.	Name of steamer.	Tons dead-weight capacity.
Colombia.....	3,000	Peru.....	3,000
Guatemala.....	3,000	Arequipa.....	3,000
Chile.....	3,000	Santiago.....	3,000

This company has under construction at the present time the following steamers, which will run to San Francisco, Cal.:

Name of steamer.	Tons dead-weight capacity.	Name of steamer.	Tons dead-weight capacity.
California.....	6,000	Victoria.....	6,000
Mexico.....	6,000	Panama.....	6,000

It also has the following steamers running between Valparaiso, Panama, and intermediate ports: *Puno*, *Serena*, *Pizarro*, *Mendoza*, *Arica*, and *Ecuador*, of from 2,398 to 1,768 tons dead-weight capacity.

COMPANIA SUD-AMERICANA DE VAPORES.

Name of steamer.	Registered tons.	Name of steamer.	Registered tons.
Tucapel	1,917	Mapocho.....	1,549
Limari	1,710	Maipo.....	1,504
Palena	1,600	Cachapoal	1,449
Loa.....	1,488	Lautaro	1,287
Aconcagua	1,390	Amazonas.....	1,146
Imperial	1,606	Itata	1,201

KOSMOS COMPANY.

This company has five large mail and passenger steamers (from 5,500 to 6,800 tons dead-weight capacity) running between Valparaiso and San Francisco, Cal., via intermediate ports. It has, altogether, 26 steamers, not including 2 under construction, of 6,800 tons dead-weight capacity. During the year, about 20 of these steamers leave Valparaiso for San Francisco.

MERCHANTS' LINE (W. R. GRACE & CO.).

[New York to west coast of South America (Chile, Peru, and Ecuador).]

Name of steamer.	Registered tons.	Name of steamer.	Registered tons.
Capac	1,951	Cacique.....	1,951
Cuambal	2,781	Cuzco.....	2,778
Coya.....	1,945	Condor.....	1,957

WEST COAST LINE (BEECHE & CO.).

[New York to west coast of South America (Chile, Peru, and Ecuador).]

Time-chartered steamers sailing under Beeche & Co.'s house flag; monthly sailings; steamers from 4,000 to 5,000 tons dead-weight capacity.

Some of the steamers plying between Valparaiso and San Francisco and intermediate points are fine vessels, with all modern conveniences for ocean travel, and will compare favorably with many of the Atlantic liners.

COAL.

There was a large increase in the importation of coal from the United States during the past year. In a recent article upon the business situation in Chile, the South American Journal contained the following concerning the coal trade:

England has kept a firm grip of the coal trade, though the United States has secured a big rise during the year. At present, the American proportion is so small as to be insignificant, but a few more years' advance at the same rate as last will mean a serious inroad into England's preserves. The total of steam and smelting coal imported was 674,746 tons, as against 661,669 tons in 1899. The whole of this came from the United Kingdom and Australia, with the exception of 35,600 tons, as against 3,200 tons supplied by America.

The production of Chilean coal is rapidly increasing. The output of the local mines during the past year was in the aggregate 600,000 tons, which averaged on board the cars at the mines \$12 per ton Chilean money (\$4.38).

OILS.

Nearly all the oils used in Chile for lubricating and lighting purposes come from the United States. The total importation of oil for 1900 was 15,756,102 kilograms (34,736,283 pounds), valued at \$2,077,263. Of this amount, 14,808,259 kilograms (32,641,688 pounds), valued at \$1,853,489, came from the United States, against 947,843 kilograms (2,094,595 pounds), representing a value of \$223,774, from all other countries. There is no oil produced in Chile.

PACKING AND INVOICING GOODS.

In concluding this report, I wish to call attention to what has been frequently mentioned in the correspondence through this consulate. The most common complaint of the importers of American goods into Chile is the manner of packing, marking, and invoicing. It is claimed by the merchants and importers that many of the cases in which goods for this market are packed have been previously used for similar purposes, and that the original numbers and markings upon the cases have not been erased. These markings often cause delay and annoyance in the custom house, and not infrequently, purchasers of American goods have been subject to fines on account of errors caused by these extra markings, as the Chilean customs laws are very strict in this regard. Another feature of the packing is that instead of preparing cases especially for the articles shipped, thereby avoiding extra weight and bulk, all of which counts in transportation, in many instances cases are used that are much larger and heavier than necessary, the extra space being filled with paper or other useless material. The statement is also made by many merchants here that in the invoices, different articles are placed in the same list and designated by one number. This is also a violation of the customs law, and frequently causes the importer much trouble and annoyance, delaying indefinitely the dispatching of the goods. Especial care should be exercised in this particular, as the custom-house employees in Chile do not, as a rule, understand English, and complications in an invoice mean delay, which means loss and trouble to the merchant. Still another complaint is that American goods are not packed with sufficient care to protect them against damage and breakage. These matters should all be carefully considered by every exporter of American goods to the Chilean market. They count in the close competition with the exports from Europe. Another consideration is the fact that the language and customs of the country are different, and great pains should be taken to facilitate the delivery and dispatch of goods on arrival at their destination in the South American market.

R. E. MANSFIELD, *Consul.*

VALPARAISO, *November 30, 1901.*

ANTOFAGASTA.

Consul Greene sends from Antofagasta, September 2, 1901, clipping from the Chilean Times containing the following data:

The value of the foreign trade of Chile in 1900 was 296,212,777 pesos (\$108,117,668), as compared with 269,366,491 pesos (\$98,318,769) in 1899. Consequently, there was a difference of 26,846,286 pesos (\$9,798,894) in favor of 1900. Of the total value of

the foreign trade in 1900, the sum of 128,538,142 pesos (\$46,916,422) corresponded to imports, and the sum of 167,674,635 pesos (\$61,201,242) to exports. As compared with 1899, there was an increase of 22,277,784 pesos (\$8,131,391) in imports, and of 4,568,502 pesos (\$1,667,503) in exports.

The principal exports showing increases in 1900 were:

Articles.	Pesos.	United States currency.	Articles.	Pesos.	United States currency.
Bar copper	2,970,927	\$1,084,888	Merino wool	428,903	\$156,560
Copper regulus	1,250,200	456,828	Gold, ingot and dust ..	845,464	128,094
Copper and silver regulus	608,956	220,444	Nitrate	18,294,874	4,862,629
Guano	488,120	159,914	Clover seed	439,601	160,454

The principal decreases were:

Articles.	Pesos.	United States currency.	Articles.	Pesos.	United States currency.
Borate of lime	924,942	\$337,604	Copper ore	1,564,176	\$570,924
Coal	912,252	332,972	Manganese ore	466,516	170,278
Barley	867,292	316,562	Bar silver	1,279,069	466,867
Hides	448,151	163,575	Wheat	3,640,082	1,328,612
Common wool	1,091,757	396,491	Gold specie	2,176,069	794,272
Flour	773,010	282,149	Silver specie	417,463	152,374
Honey	346,202	126,364			

The transit trade of the Republic in 1900 represented a total value of 15,264,394 pesos (\$5,571,504), being an increase of 5,621,654 pesos (\$2,057,904) over 1899. Nearly the whole of this trade was with Bolivia, which country, by virtue of treaty concessions, uses Antofagasta as a free port for its imports and exports. Of the total of 15,264,394 pesos (\$5,571,504), the sum of 15,098,118 pesos (\$5,510,813) corresponded to Bolivia; 67,166 pesos (\$24,516) to Peru; and 66,126 pesos (\$24,136) to ships' stores which are taken out of bond duty free. The chief increases in the transit trade in 1900 were:

Articles.	Pesos.	United States currency.	Articles.	Pesos.	United States currency.
Alcohol	506,173	\$94,388	Trouserings	268,068	\$97,843
Aniline	124,640	45,494	Lumber	136,346	49,766
Balzes	383,420	139,948	Machinery	116,452	42,140
Kerosynares	164,953	60,206	Shawls, woollen	166,284	70,694
Dynamite	189,708	69,242	Prints	386,214	122,718
Flannel	114,611	41,838	Hats, woollen	180,907	66,081

IQUIQUE.

From statistics just received, I am able to state that there was imported into this consular district from the United States during the year 1900 merchandise to the amount of \$1,091,029 Chilean gold (\$398,225 United States currency). I regret that I have not at hand statistics giving imports during the preceding year.

The declared exports to the United States from this district for the fiscal year ended June 30, 1901, amounted to \$6,245,372.94, as against \$5,913,051.33 for the preceding year, an increase of \$332,321.61.

The exports from this district are almost exclusively nitrate of soda and iodine.

REVENUE.

The revenues of Chile in 1900 yielded \$28,325,571 (\$10,338,883.42) on importations and \$50,171,003 (\$18,312,416.10) on exportations, making a total of \$78,496,574 (\$28,651,249.52), an increase of \$9,883,119

(\$2,607,338.44) over the preceding year. This district yielded \$1,786,884 (\$652,212.66) on imports and \$40,339,690 (\$14,723,986.85) on exports, making a total of \$42,126,574 (\$15,376,199.51), or 53.66 per cent of the entire revenue of Chile.

The following table gives the principal articles imported into this consular district and the value thereof in Chilean gold (1 peso = 36.5 cents United States currency), together with the tariff rate of duties, in 1900:

Principal articles imported into this consular district, rate of tariff and value, by countries.

Articles.	Tariff. *	England.	France.	Germany.	Italy.	United States.	Other countries.
	<i>Per cent.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Alcohol	^b \$15.00	84,205	25,520	940		2,560	2,020
Do.	^b \$1.50	1,750	960			586	322
Almonds	35	176		1,610			140
Acid, sulphuric	25	614		4,706			
Anchors		1,700		217			
Animals:							
Goats							110
Sheep	150						7,876
Vicunas							15,300
Baskets	60	70				120	24
Bedsteads	25	2,162					
Beer	^b \$3.00	4,160					
Brushes	60	2,162	176	360		130	
Blankets	25	60	1,135	16	\$6,885		
Books:							
Blank	60	2,205	12,446	11,354	166	551	556
Printed		2,244	6,867	892	373	8,083	
Brooms	60	40				200	
Buttons, assorted	35	630	454	97	381	50	
Borax	25	863		1,918			
Confectionaries	60	10,908	1,101	3,215	5,582	96	120
Caps	35	567	111	97	500		155
Chocolate	35	18,104	440	1,554	269		406
Chloride of lime	5		679	2,005			
Copper:							
Plates		10,848		5,451			
Sheets		906					
Corks for bottles		13		581	182		1,560
Corsets	60	255	363		964		
Coffee	10		408				243,522
Coal		3,759,080				248,000	*2,516,220
Coaches	60	970					
Cardboard	50	632		2,219			408
Cashmeres	25	58,800	17,675	7,542	3,106		
Coffee mills	25	957				3,208	
Candles	35	1,733		86,777	25	7,974	24,146
Cheese	60	799	117	1,478	11,951		304
Clothing:							
Ready-made	60	4,523		6,978		392	25
Ready-made, ladies'	60	3,508	25	732	36		
Chairs	60	372		3,670		50	
Combs	35	59	80	34		35	40
Canes	60	346	24	10	244		
Carpets	35	18,576		875			106
Demijohns	25			4,712			
Drugs	25	23,318	2,975	34,143	7,831	30,375	77,139
Dishes	35	649	100	20,884		14	2,229
Dynamite	15	29,568		61,330			
Elastic, assorted	15	129	429	224			
Felt for lining boats		1,452		965		3,629	
Furniture	60	1,856	20	1,832		213	
Fabrics:							
Cotton	25	59,976	1,971	4,582	1,484	2,476	
Cotton and woolen	35	4,959	7,347	4,891			26
Silk and woolen	35	343	5,944	3,194	312	48	42
Silk	35	2,840	848	947	100	896	28,801
Linen		2,148	860	815	1,667		
Woolen	35	881	415	173	770		
Firecrackers	35					4,721	7,796
Fruits, dry and canned	60	272	126	184	1,209		216
Firearms	35	584		60		484	
Ammunition	35	36		26,166		150	
Fuse for dynamite		10,843		50,103			4,507
Furniture, church			2,175		1,026		751

* All those left blank are on the free list.

^b Special duty.

* From Australia.

Principal articles imported into this consular district, etc.—Continued.

Articles.	Tariff.*	England.	France.	Germany.	Italy.	United States.	Other countries.
	<i>Per cent.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Glass	25	460		858			
Crystal	25	3,429	989	21,889		7,592	1,602
Looking	25	36		509		109	
Gloves, assorted	35	218	706	2,428	25		
Grease, wagon	15	6,624		4,976		18,608	
Hose:							
Cotton	35	408	216	3,905	240	471	68
Do	60	2,815	483	1,229	114		374
Woolen	35	1,458	36	405			
Hats, assorted	35	7,095	2,506	10,856	8,599	152	600
Hardware:							
Porcelain	35	6,194		18,913		2,858	887
Assorted	25	85,492	2,969	57,667	2,718	28,447	480
Iron:							
Galvanized	25	2,081		5,484			
Flatirons	25	738				60	
Chains	15	2,911		790		492	
In bars		32,260		25,754			4,995
Galvanized	35	52,665					
In sheets	25	6,721		6,040			
Ink	25	791	2,115	1,280		1,102	1,898
Instruments, scientific		3,989		30		2,732	
Jewels	35	16,671	6,077	11,254		10,658	
Knives and forks	35	7,839		230		10	
Knives for carving			84	687		42	
Lampblack	25	841		204			
Leather:							
Sole	35	176		1,196			1,176
Assorted	25	1,625	325	1,112		2,088	
Lead, bar and sheet		3,674		444		88	
Lard	25	464				113,283	
Lumber	25					115,720	
Lamps	25	1,218		4,040	119	961	
Supplies	25	338		296	108		40
Liquors:							
Assorted	15.00	4,320	3,808	320	224		6,204
Gin	15.00	24,887		404			
Wine	12.00	18,971	5,868	13,536	6,080	560	22,358
Laces, assorted	25	3,112					
Mustard:							
Powdered	25	1,278		1,816			
Prepared	60	767	1,890	34	21	284	
Moulding, assorted	60			1,507		512	
Mats, door	35	46		254		566	
Machine belts	5	18,913		5,841			
Machines, sawing		113		1,417		10,382	
Machinery:							
Assorted		7,595		1,325	41	1,068	
For nitrate		12,365		8,247			
Mining		23,683					
Steam		88,382		16,748		236	
Electric		28,416			428	20,594	
Miscellaneous		95,201		28,050		3,658	108
Gas		6,284				11,356	
Fire engine		6,350				128	
Musical instruments	35						
Guitars		688		48			100
Pianos		228		1,008			
Organs			748			200	
Matting	25	5,608					
Matches	35	941		41,222	261		8,452
Medicines		8,528	16,007	1,822	2,284		
Merchandise, unclassified		42,886	73,756	89,123	22,999	21,659	
Nails:							
Wire	25	1,400		11,867		1,904	966
Copper	25	2,374		230		42	
Iron	25	5,181		1,056			
Neckties	60	1,891	175	2,102	597		
Needles		572	87	224			
Oil:							
Almond	25	100	240	513	250		
Cod liver	25	110		847		152	
Vegetable	10.14	7,121				2,800	
Petroleum	10.14	83,648		21,378		812,004	
Machine	10.14	71		96		65	
Linseed	10.20	29,711		8,178		2,700	1,777
Olive	10.14	2,075	3,966	9,529	98,475	12	324
Oilcloth		7,867	998	18	125		
Oars	15	271				1,797	

* All those left blank are on the free list.

* Special duty.

Principal articles imported into this consular district, etc.—Continued.

Articles.	Tariff.*	England.	France.	Germany.	Italy.	United States.	Other countries.
	<i>Per cent.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Paint.....	25	27,645		8,498		421	
Materials.....	25	960		404		200	
Paper:							
Letter.....	25	966		2,229	187	195	44
Letter heads.....	60	700		8,227	6,061	41	
Sand.....		1,581		33		179	
Blotting.....		696		164	861		
Wrapping.....		718		7,245	11,012		
Cigarette.....		754	1,048	4,174	871		8,590
Newspaper.....		2,841		27,980	2,259	10,794	
Wall paper.....	25	1,505	3,359	2,446		34	
Colored.....	25	194		750	642		124
Assorted.....		1,513		1,506	980	935	11
Perfumery.....	60	4,166	3,420	2,485	2,391	911	385
Pepper, black.....	25	3,428	2,060	149			53
Provisions:							
Hams.....	60	2,781		576	56		
Milk, condensed.....	60	77,283	711	942	1,667	1,410	420
Fish, dry.....	35	668	440	11,823	292	809	1,019
Unclassified.....		18,128	1,113	6,243	11,217	9,212	1,016
Flour.....	5					88,159	
Pipe:							
Copper.....		2,793					
Lead.....		118					
Galvanized iron.....		906					
Earthen.....		8,474					
Rubber.....		1,804	28	1,964		8,608	
Pencils, assorted.....	25	92	2,156			618	
Pens.....	25	732		558		30	
Pepper, red.....				251			10,479
Pumps.....	35	7,049		1,337		145	
Palls:							
Iron.....	25					2,012	
Wood.....	35					512	
Presses, copying.....	25		24	150			
Pickles.....	60	6,894	7,288	2,878	434	826	
Rice.....	25	5,966		24,027	7,396	68	178,774
Rope.....	35						
Wire.....		24,712	9,375				
Manilla.....		59,952	21	8,680	744	11,479	
Ribbons, assorted.....		433	484	1,109	51		
Rosin.....		271				1,737	
Railway engines.....		6,342		11,746			
Railway materials.....		29,121		2,841			
Railway cars.....	25	22,269		10,013		1,430	
Rubber:							
In sheets.....		1,068		22,944			
Packing.....		508					
Shoes:							
Men's.....	60	2,185				589	
Children's.....	60	1,133	444	1,783		3,924	
Ladies'.....	60	144	690	890		19	
Shirts.....	60						
Cotton.....		4,765	660	2,707	350	15	
Woolen.....	60	1,543		3,425	670		
Soap.....	50	2,406	382	370	920	28,777	
Syrups.....	60	214	986	192	24	709	
Sacking.....	15	13,302					
Staves.....		1,912	2,175		1,028	12,916	751
Spoons, metal.....	35	2,247		1,677	210		
Scales.....	25	28		564	223	2,902	
Sacks.....	15	1,526,546					108,252
Salsoda.....	60	1,417		7,660			
Sardines.....	25	15,480				706	
Sardines.....	35	2,134	3,791	2,997			8,626
Sulphite of copper.....	15	2,043		675	18		
Shades, window.....	35	95		1,043		294	
Salicloth.....	15	10,521		1,810		1,879	
Socks and stockings.....	60	5,126	964	9,499	1,665	6,060	
Shears, assorted.....				244		65	
Shoes, rubber soles.....	25					3,158	
Sugar:							
Raw.....							96,174
Refined.....	*\$14.35			49,064			
Sulphur.....	25			14,332	24,445		
Shoe polish.....	35	2,876		855	152		
Steel, bars and plates.....		17,780		16,307			
Spirits, turpentine.....	15	339		1,818		15,335	
Starch.....	60	243		6,498			25
Twine.....	35	81,354		10,851	3,925	63	

* Special duty.

Principal articles imported into this consular district, etc.—Continued.

Articles.	Tariff.*	England.	France.	Germany.	Italy.	United States.	Other countries.
	<i>Per cent.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Tin, in sheets.....		5,516				21	
Toys.....	35	1,680	4,542	8,795	590		42
Tools:							
Shovels.....		22,311		6,436		178	
Assayers'.....		20	4,644			20	
Blacksmith.....		8,142	36	436		1,056	
Carpenter.....		3,215	18	726		1,795	80
Assorted.....		5,755	107	5,159	90	656	2,251
Tablecloth and napkins.....	35	4,023	145	2,272	894	357	
Telegraph supplies.....		332				324	
Trays.....	25	822	499			240	1,320
Trunks.....	35	1,102		513	237	25	
Tobacco and cigars.....	\$2.60	1,898		280	10,800	527	15,507
Tacks.....	25	2,721		78		2,442	
Tea.....	\$1.00	121,174	38,000	4,646			25,490
Type.....						1,104	
Towels.....	25	1,846	168	96	915	274	546
Tallow.....	35					533	10,656
Utensils, kitchen.....	25	1,827		11,745			
Underwear.....	25						
Velvet.....	35	6,419		4,560	485		
Varnish, assorted.....	25	2,094				2,316	
Vinegar.....	60	1,012	91	305	166		
Wire, netting.....	5	1,608		2,484		567	
Wheat.....						2,213	1,634
Wine.....	\$12.00	13,631	24,241	13,586	680	160	23,252
Waste.....	25	31,948		1,999			4,416
Ware, earthen, dishes.....	25	13,606		11,112			158
Watches and clocks.....	15	1,180	578	1,043		11,122	578
Water, mineral.....	25	48,526	3,497	10,067	1,060	381	4,921
Wax, sealing.....	25	230	15	192			
Woolen goods:							
Underwear.....	25	15,331	6,890	7,495	14,784		1,600
Flannels.....	25	2,022	168	3,491	11,409	11,752	
Total, Chilean gold.....		7,144,589	330,396	1,267,810	315,617	1,091,059	3,692,695
Total, United States currency.....		2,607,774	120,585	462,750	115,200	398,225	1,347,855

* Special duty.

Grand total from all countries, \$13,842,136 (\$5,062,380 in United States currency).

While considering these imports and exports, it would be well to note by what ships the trade is carried. I therefore furnish a list of all the shipping at this port and the port of Pisagua (the two ports of this district) for the year 1900.

Entered Pisagua.

Nationality.	Sailing.		Steam.		Total.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
British.....	33	45,046	165	267,589	198	312,635
German.....	7	11,637	46	106,200	53	117,837
French.....	3	5,714			3	5,714
Italian.....	4	6,093	1	2,549	5	8,642
Norwegian.....	1	489	1	2,037	2	2,526
United States.....	2	1,043			2	1,043
Peruvian.....	1	765			1	765
Chilean.....	4	3,140	134	195,602	138	198,742
Total.....	55	73,891	347	573,977	402	647,868

Entered Iquique.

Nationality.	Sailing.		Steam.		Total.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
British	171	235,181	344	608,336	515	863,517
German	94	160,061	89	224,476	183	384,537
French	62	144,884	4	7,440	66	152,428
Italian	15	21,258	1	2,548	16	23,801
Russian	3	4,606	.....	.....	3	4,606
Austrian	3	8,540	.....	.....	3	8,540
Danish	10	12,009	1	2,200	11	14,209
Holland	3	4,161	.....	.....	3	4,161
Norwegian	8	6,190	7	18,594	15	19,784
United States	9	6,328	4	816	13	7,144
Peruvian	6	2,756	.....	.....	6	2,756
Chilean	52	19,932	315	351,378	367	371,310
Argentine .....	.....	.....	2	5,196	2	5,196
Total Iquique	486	594,135	767	1,215,984	1,208	1,810,119
Total Pisagua	55	73,891	347	578,977	402	647,868
Total	491	678,026	1,114	1,799,961	1,605	2,457,987
Total for preceding year .....	.....	.....	.....	.....	1,216	1,808,243
Increase .....	.....	.....	.....	.....	389	649,744

With the transportation facilities of England, the United States could control the trade of South America. With no merchant marine of our own trading on this coast, we send to this district almost as much as Germany with her fleet of 183 vessels which entered here during 1900.

OCEAN TRANSPORTATION.

Three lines of steamers, The Pacific Steam Navigation Company, The Compania Sud-Americana de Vapores, and the Kosmos Line, are engaged in the coasting trade on this coast and running as far north as San Francisco. The first two, alternating, make bimonthly voyages, and the last named monthly voyages. All three carry passengers and freight. The first two named also have other steamers making bimonthly voyages as far north as Ocos, in Guatamala, all of which touch at Panama, thus giving us a weekly mail service with New York. It is rumored that a Japanese line of steamers is about to extend its line along this coast from San Francisco to this port.

The Merchants' Line, controlled by Messrs. W. R. Grace & Co., and the West Coast Line, controlled by Messrs. Beeche & Co., continue their monthly voyages from New York to this coast.

CHARLES S. WINANS, *Consul.*

IQUIQUE, *November 1, 1901.*

COLOMBIA.

BARRANQUILLA.

Owing to the disturbed condition of public affairs, arising from the state of war which has prevailed here since October 20, 1899, the data which should show the amount of imports into Colombia have not been compiled by the customs officers, and no report of the same is obtainable. From the best and most reliable information available,

the volume of importations has greatly decreased since the commencement of the war. One of the reasons for this is the unstable and fluctuating character of the currency of Colombia. At the commencement of the war, the rate of exchange was 650 per cent; it has steadily changed until the rate is now 4,800 per cent, and as high as \$50 Colombian paper has been offered for \$1 United States gold. There is no metallic currency in circulation in any of the departments outside of Panama. The Government has levied forced loans from time to time against merchants and other people engaged in business in Barranquilla, which approximate \$62,000, requiring the payments to be made on short notice and one-half in gold.

The following tables will show the movement of shipping at this port and Sabanilla:

Movement of shipping in the ports of Sabanilla (Puerto Colombia) and Barranquilla, Colombia, during the six months ended June 30, 1901.

ENTERED.

Nationality.	Number.	Tonnage.	Cargo delivered.
STEAMSHIPS.			
English.....	56	103,583	Tons. 8,295.4
French.....	29	55,700	744.6
German.....	15	21,536	1,854.6
Italian.....	1	1,450	6.7
Spanish.....	5	11,886	171.7
Norwegian.....	5	5,119	Cattle boats.
American.....	1	1,169	Wrecker.
Total.....	112	200,442	11,071.9
SAILING VESSELS.			
Colombian.....	2	87	On ballast.

Passengers arrived during the six months ended June 30, 1901, 114.

Movement of shipping in the ports of Sabanilla (Puerto Colombia) and Barranquilla, Colombia, during the four months ended April 30, 1901.

CLEARED.

Nationality.	Number.	Tonnage.	Cargo taken.
STEAMSHIPS.			
English.....	38	69,201	Tons. 4,334.
French.....	18	34,804	1,012.5
German.....	9	13,041	2,066.4
Italian.....	1	1,450	82.9
Spanish.....	3	7,176	135.7
Norwegian.....	5	3,311	Cattle boats.
American.....	1	1,169	Wrecker.
Total.....	75	130,151	7,631.6
SAILING VESSELS.			
Colombian.....	2	87	On ballast.
American.....	1	493	On ballast.

Passengers departed during four months ended April 30, 1901, 340.

It will be observed that the table showing clearances of vessels embraces only the period from December 31, 1900, to April 30, 1901. The customs authorities have not kept any books since the latter date from which the data can be compiled.

The following table shows the exports from this port to the United States for the six months ended June 30, 1901, and has been compiled from the books and records kept in this consulate:

Exports from the port of Barranquilla, Colombia, to the United States for the six months ended June 30, 1901.

Articles.	Quantities.	Value in United States gold.
Alligator skins	packages 122	\$122.35
Balsam of canime	boxes 29	596.41
Balsam of copaiba	do 26	284.77
Balsam of tolu	do 255	3,867.48
Cocoa	bags 46	729.10
Calf skins	packages 2	11.62
Copper, old	do 54	823.54
Coffee	bags 64,602	621,908.07
Drums for ammonia (returned American goods)	drums 8	100.00
Goat skins	packages 358	19,478.05
Hides	loose 50,005	176,211.85
Horse hair	packages 12	99.90
Hats, straw	cases 37	6,880.30
Ivory balls (used billiard balls)	do 1	13.59
Pictures (made of bird feathers)	do 1	100.47
Rubber	packages 367	17,860.97
Shoes, hemp	do 1	8.80
Starch, yucca	bags 100	162.23
Solder (lead, old)	package 1	11.20
Tiger skins	do 1	7.85
Typewriter (returned American goods)	box 1	25.00
Wild orchids	do 102	1,141.00
Wool	packages 3	33.38
Zinc, old	do 7	22.70
Total		849,995.63

The following table, showing the exports to foreign countries, is complete as far as given, but, owing to the failure of the custom-house to keep a record, no data subsequent to March 31, 1901, can be secured:

Principal exports from the port of Barranquilla for the three months ended March 31, 1901.

Article.	England.		France.	
	Kilos, of 2,2046 pounds.	Value.	Kilos, of 2,2046 pounds.	Value.
Butterflies	22	\$100.00		
Cotton, raw	84,491	8,288.00	21,120	\$2,563.60
Cotton seed	160,522	2,467.00	840	88.50
Coffee	725,430	161,708.05	363,528	70,340.00
Dividivi	514,038	4,847.00	59,524	2,091.75
Effects	7	880.00	59	100.00
Gold bars	1,414	1,015,714.75	432	209,556.00
Gold and silver bars			494	23,378.12
Garza feathers	18	700.00		
Hides (loose)	7,699	2,028.00	13,069	3,366.00
Hats, straw (jipijapa)			5	116.65
Ipecacuanha	130	45.00		
Lumber (logs)	2,660	60.00		
Mineral	89	7.00		
Platinum	1	135.00	3,542	4,820.00
Plants, live	9,385	4,960.00		
Rubber	1,602	1,790.00	400	520.00
Silver bars	1,319	130,555.27		200.00
Silver coins		250.00		67.60
Skins	60	25.00		
Total	1,508,737	1,379,445.07	462,018	321,676.22

Principal exports from the port of Barranquilla, etc.—Continued.

Article.	Germany.		Spain.	
	Kilos, of 2,2046 pounds.	Value.	Kilos, of 2,2046 pounds.	Value.
Algarrobo.....	292	\$100. 00	.....	.....
Balsam canime.....	160	80. 00	.....	.....
Balsam tolu.....	4, 918	2, 770. 00	.....	.....
Cocoa.....	48, 274	4, 060. 70	.....	.....
Coffee.....	152, 260	87, 111. 00	.....	.....
Calfskins.....	68	20. 00	.....	.....
Dividivi.....	148, 228	4, 789. 00	.....	.....
Gold bars.....	3	7, 500. 00	.....	.....
Gold and silver bars.....	3	400. 00	.....	.....
Horns.....	877	82. 00	.....	.....
Horsehair.....	138	8. 25	.....	.....
Hides (loose).....	135, 711	82, 589. 70	5, 596	\$1, 277. 00
Ipecacuanha.....	454	264. 00	.....	.....
Rubber.....	5, 217	8, 559. 75	.....	.....
Tobacco.....	1, 177, 840	207, 821. 95	.....	.....
Total.....	1, 668, 938	299, 156. 85	5, 596	1, 277. 00

There has been a decrease in both exports and imports at this port since the commencement of the civil war now in progress, and the collector of customs has stated that the revenues derived from duties have fallen off more than one-half in the year ended June 30, 1901, as compared with the preceding year. The principal wholesale dealers and importers say they can not afford to make heavy shipments nor enter into large transactions so long as the uncertainty continues. The rate of exchange in this district for the last ten months has fluctuated as follows:

	Per cent.		Per cent.
January, 1901.....	2, 000	June, 1901.....	2, 200
February, 1901.....	2, 000	July, 1901.....	3, 000
March, 1901.....	2, 000	August, 1901.....	3, 000
April, 1901.....	2, 000	September, 1901.....	3, 100
May, 1901.....	2, 100	October, 1901.....	3, 400

The Government authorities issued a decree in April requiring customs duties on all goods exported to be paid in gold,* which had the effect of creating a demand for gold and of lowering the value of Colombian currency to a marked degree. By the same decree, port and light-house duties were made payable in gold, each payment to be made in the coin of the country from which the vessel was registered.

Owing to the fact that there is no communication between this city and Santa Marti, no data covering the transactions at that consular agency for the period covered by this report can be secured.

GEORGE W. COLVIG, *Consul.*

BARRANQUILLA, *November 30, 1901.*

COLON.

The politically disturbed state of the country during the year ended June 30, 1901, the consequent insecurity of property and the apprehension of suddenly increased taxation on imports and exports, have

* See Advance Sheets, No. 1005; Consular Reports, No. 249.

continued to interfere with the commercial and industrial activity of this consular district, although a slight improvement is to be noted, particularly in the transit of goods. A comparison of the two calendar years 1898 and 1899 with the following years, show an increase of the transit trade, of which the following tables present the full details:

Number of tons of freight moved on the railroad.

FROM ALL POINTS TO ALL POINTS.

	1900.	1899.	Increase (+) or Decrease (-).
COLON TO PANAMA.			
New York to San Francisco	Tons. 33,565	Tons. 35,919	Per cent. — 6.58
New York to Panama, South Pacific, Central America, and Mexico	26,968	23,577	+14.36
Europe to Panama, South Pacific, Central America, Mexico, and San Francisco	54,905	55,594	— 1.24
Colon to Panama (local):			
Commercial freight	16,217	15,976	+ 1.51
Company's freight	22,118	15,430	+43.34
Total	153,758	146,496	+ 4.96
PANAMA TO COLON.			
San Francisco to New York	30,624	19,980	+53.27
South Pacific, Central America, Mexico, and Panama to New York	88,046	51,607	+70.61
South Pacific, Central America, Mexico, San Francisco, and Panama to Europe	77,219	60,044	+26.00
Panama to Colon (local):			
Commercial freight	3,196	3,082	+ 3.76
Company's freight	4,582	6,191	—26.80
Total	208,619	140,904	+44.51
Total east bound and west bound	357,377	287,400	+24.36

DESTINATION.

COLON TO PANAMA.			
For Panama	47,381	40,460	+17.11
For Central America	27,409	23,192	+18.18
For South Pacific	40,936	42,089	— 2.74
For San Francisco	85,374	38,209	— 7.42
For Mexico	2,658	2,546	+ 4.40
Total	153,758	146,496	+ 4.96
PANAMA TO COLON.			
From Panama	30,009	28,279	+ 6.12
From Central America	48,283	37,213	+29.75
From South Pacific	33,511	58,566	+74.57
From San Francisco	30,628	19,983	+53.19
From Mexico	1,188	1,853	—35.89
Total	208,619	140,904	+44.51
Total east bound and west bound	357,377	287,400	+24.36

Freight transported during the years 1896–1900.

	Tons.		Tons.
1896	297,197	1899	287,400
1897	290,651	1900	357,377
1898	268,156		

Number of passengers transported during the years 1899 and 1900.

	1899.			1900.		
	First-class.	Second-class.	Total.	First-class.	Second-class.	Total.
To Panama	2,069	31,640	33,700	2,675	33,951	41,656
To Colon	2,161	36,362	38,523	2,915	38,661	41,576
Total			72,222			83,232

Railroad earnings in 1900.

Freight:	
Colon to Panama	\$505,898.92
Panama to Colon	599,178.19
Passengers:	
Colon to Panama	38,614.86
Panama to Colon	37,852.07
Mails:	
Colon to Panama	45,653.70
Panama to Colon	5,116.47
Treasure:	
Colon to Panama	9,376.45
Panama to Colon	12,868.20
Extra baggage:	
Colon to Panama	8,546.59
Panama to Colon	7,890.79
Total	1,270,996.24

Steamship earnings in 1900.

Freight	\$769,225.62
Treasure	8,044.02
Mails	60,618.30
Extra baggage	2,047.63
Passengers	128,234.78
Miscellaneous	7,814.88
Total	975,985.23

Comparative statement of vessel entries at Colon Harbor during the year 1900.

Month.	Sailing vessels.		Steamers.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
January	66	1,118	31	88,187	87	89,250
February	42	965	29	89,692	71	90,659
March	43	689	33	95,693	76	96,382
April	50	696	31	90,940	81	91,636
May	54	652	31	89,849	85	90,507
June	50	1,422	28	73,144	78	74,566
July	34	615	31	95,466	65	96,081
August	36	721	28	72,085	64	72,756
September	39	1,119	27	74,618	66	75,737
October	46	630	29	80,462	75	81,092
November	54	1,461	28	78,715	82	80,176
December	39	532	29	84,384	68	84,916
Total	548	10,615	355	1,013,185	898	1,023,750

Comparative statement of vessel entries at port of Panama during the year 1900.

Month.	Steamers.	
	Number.	Tons.
January	20	28,486
February	22	31,544
March	21	33,633
April	19	26,179
May	17	26,476
June	19	23,738
July	15	23,594
August	14	18,373
September	18	26,673
October	21	30,840
November	19	29,103
December	21	29,196
Total	226	327,842

IMPORTS.

In consequence of the fact that the inspector of the port not only failed to keep any record of importations and exportations, but likewise failed to preserve the documents containing the data from which such a record might have been made, it is impossible to give a list of the imports. Exports to the United States are on record in the books of the consulate.

I have consulted all importers of any consequence as to the relations of the imports of 1898-99 (the last on record) to those of the current year. From the information received, it appears that the shipments from the United States during the year last named have increased from 1 to 2 per cent over those of the former year, while the importations from other countries have either remained stationary or have not increased as much as those from our country. The rising demand for American negligee shirts, collars and cuffs, and boots and shoes was particularly dwelt upon by importers. In order to arrive at some idea of the importations of the fiscal year covered by this report, I give below the list of importations from all countries from April to June, 1901, and during the fiscal year 1898-99:

List of importations from April to June, 1901.

Country.	Goods.	Quantity.	Value.
England.....	Dry goods.....	packages..	7,430
	Liquors.....	cases.....	744
	Drugs.....	packages..	21
United States.....	Provisions.....	do.....	891
	Dry goods.....	do.....	12,966
	Liquors.....	cases.....	325
France	Drugs.....	do.....	66
	Provisions.....	do.....	3,732
	Dry goods.....	packages..	58
Italy.....	Liquors.....	cases.....	265
	Provisions.....	packages..	768
	Dry goods.....	cases.....	207
Germany	Liquors.....	do.....	101
	Provisions.....	do.....	1,519
	Dry goods.....	packages..	9,023
Spain.....	Liquors.....	cases.....	301
	Drugs.....	do.....	23
	Provisions.....	packages..	1,318
	Dry goods.....	do.....	149
	Liquors.....	cases.....	178
	Provisions.....	packages..	2

Imports for the year ended June 30, 1899.

Country.	Goods.	Quantity.	Value.
England.....	Dry goods.....	packages.. 15,391	\$85,900
	Liquors and oils.....	cases.. 6,749	27,742
	Drugs.....	packages.. 372	2,402
	Hardware.....	do.. 1,746	2,932
	Coal.....	tons.. 2,514	7,545
France.....	Provisions.....	packages.. 8,857	23,486
	Dry goods.....	do.. 4,506	57,899
	Liquors and oils.....	cases.. 6,294	35,742
	Provisions.....	packages.. 2,390	9,742
	Drugs and paints.....	do.. 135	3,994
Germany.....	Hardware.....	do.. 1,218	12,326
	Dry goods.....	do.. 2,548	41,628
	Liquors and oils.....	cases.. 2,790	9,068
	Provisions.....	packages.. 18,389	34,922
	Drugs and paints.....	do.. 11	424
Italy.....	Hardware.....	do.. 315	3,480
	Dry goods.....	do.. 823	7,045
	Liquors and oils.....	cases.. 1,883	8,384
	Provisions.....	packages.. 6,989	13,687
	Drugs.....	do.. 93	1,344
United States.....	Hardware.....	do.. 12	70
	Woodwork.....	do.. 8	40
	Dry goods.....	do.. 82,576	181,767
	Kerosene.....	cases.. 13,300	12,881
	Lumber.....	feet.. 2,968	30,771
	Liquors and oils.....	cases.. 2,968	16,372
	Drugs.....	packages.. 396	8,438
	Hardware.....	do.. 13,251	87,071
	Coal.....	tons.. 17,379	38,577
	Provisions.....	packages.. 74,605	126,640

EXPORTS.

The following table shows the exports to the United States alone during the fiscal year 1900-1901, as compared with the exports for the year 1898-1899, contained in the last annual report from this office.

Nature of goods.	1900-1901.	1898-1899.	Nature of goods.	1900-1901.	1898-1899.
Bananas.....	\$58,303	\$152,687	Old metal.....	\$2,549	.....
Coffee.....	4,166	.....	Rubber.....	6,851	\$1,816
Cocoa.....	867	.....	Returned American goods.....	3,125	.....
Cocoanuts.....	37,884	60,998	Turtle shell.....	2,549	35,920
Hides.....	3,722	1,020	Cedar.....	.....	1,980
Ivory nuts.....	9,154	7,446	Total.....	149,572	264,997
Mahogany logs.....	4,574	2,980			
Manganese ore.....	15,828	.....		

Besides the above articles, there was also shipped to the United States, during the year 1900-1901, the sum of \$106,046 Colombian silver coin of the value of \$45,387 United States gold, bringing up the aggregate exports of the year to \$194,959, showing a decrease of \$70,038.

For the reason before stated, it is impossible to give a table of exports to other countries than the United States.

PACKING.

There would, no doubt, be an increase in the importations of merchandise from the United States if shippers would exercise greater care in the method of packing their goods. Several merchants have complained to me that when goods are packed in cardboard boxes before they are placed in wooden cases, the cardboard boxes are often too

large for the goods contained in them, necessitating a greater size of the wooden box in which they are inclosed, and thereby, of course, increasing the freight. This is particularly true in regard to boots and shoes.

CREDITS.

American exporters to Colon also labor under a disadvantage, because they do not see fit to grant their customers here the long credits which European shippers are in the habit of offering.

Foreign merchants usually sell on six months' credit, while American merchants sell at ninety days only.

STYLES.

In regard to the patterns and shapes, the people of this district have no fault to find with the goods shipped from America.

CURRENCY.

The only Colombian money current in this district consists of silver coin. United States currency on exchange has been quoted for some months now at 140 per cent premium.

COMMUNICATION.

In the last commercial report from this consulate, only one line of cable communication between Colon and the United States was mentioned—that of the Central and South American Telegraph Company. There was then, however, and there is now another cable line between Colon and the United States—that of the West India and Panama Telegraph Company, Limited. Both lines are well patronized.

The only transportation facilities between Colon and the interior are afforded by the Panama Railroad. The ocean steamship lines touching here are: Compagnie Générale Transatlantique, Colon and Bordeaux; Hamburg-American, Colon and Hamburg; Harrison Steamship Line, Colon and Liverpool; Leyland Line, Colon and Liverpool (via New Orleans); Royal Mail Steam Packet, Colon and Southampton; Panama Railroad Steamship Company, Colon and New York; Compañía Sud America de Vapores, Colon and Barcelona.

Coastwise transportation is carried on by the American steamship *Sunrise*, plying between Colon, Bocas del Toro, and Port Limon, Costa Rica.

There are also occasional sailing craft which take goods and passengers from Colon to some other point on the Atlantic coast.

The only regular means of transportation between Colon and the United States are provided, first by the steamers of the Leyland Line running between Colon, New Orleans (touching at intermediate ports), and Liverpool; and, second, by the Panama Railroad and Steamship Company, plying between New York and Colon.

The steamers of the Leyland Line leave Colon every two weeks, and as they stop at several intermediate ports and do not know beforehand at what points they may receive freight, their time of arrival at New Orleans is uncertain. On their return from Liverpool, they do not touch at any port of the United States.

The boats of the Panama Railroad and Steamship Company leave New York and Colon once a week. They do not enter any intermediate port. The time of transit between the two points is seven days.

OSCAR MALMEOS, *Consul*.

COLON, *November 17, 1901.*

PANAMA.

During the last year, there has been a revolution in the Republic of Colombia, and for a large portion of the time, active war operations have been carried on in this department. Very little business has been transacted in the interior, and in the city and along the line of the Panama Railroad, it has materially decreased as compared with former years.

The conditions at this time are such that it is out of the question to get full and complete data, so that all facts and figures given will be approximate.

The imports and exports have necessarily felt the depression and decreased in volume and value.

There has been exported to the United States from this port for the year 1900, \$305,943 worth, and for the six months ended June 30, 1901, \$155,347. These exports comprise the following principal articles: Hides, ivory nuts, cocobolo wood, mother of pearl shells, balsams, rubber, mahogany, and sarsaparilla.

The imports for the same period from the United States amounted to about 40,000 tons, consisting of general merchandise, etc.

The freight shipped across the Isthmus for San Francisco and New York was about 30,000 tons.

The number of passengers crossing on the railroad during the year 1900 was about 94,000.

CURRENCY.

The standard money of this department is the silver peso. The exchange value ranges from 140 to 145 per cent as compared with American gold. Paper money (Colombian) has no circulation here. The Panama Railroad Company and the steamship companies do business only on a gold basis, United States gold being the standard.

WHARFAGE.

There has been no change in the port dues. The ships are now landing at La Boca wharf, and it seems to give general satisfaction.

TRANSPORTATION.

Within the past year, the contract between the Panama Railroad and Steamship Company and the Pacific Mail Steamship Company expired. There has been an agreement entered into between the first-named company, the Pacific Steam Navigation Company, and the Central and South American Steamship Company for the transportation of passengers and local freight, while the Panama Railroad and Steamship Company has placed ships on the Pacific side to carry the coastwise freight to San Francisco.

Nothing has been done in the way of improvements to telegraph lines, public roads, or other works.

CUSTOMS DUES.

The principal customs dues are—

On all kinds of merchandise, with the exception of wines, liquors, matches, tobacco, and other articles monopolized, 20 per cent of their gold value; for each liter (1.05 quart) of liquor, simple and compound, \$2 (80 cents gold); distilled liquors, \$2 (80 cents); alcohol of 42° density, \$1.50 (60 cents).

There is an advance on articles of a similar character of some 20 per cent as compared with last year.

QUARANTINE.

There are no quarantine regulations here, or if there are, none are observed. Diseases can be brought by the ships with impunity, and in the city, no sign is placed on houses where contagious illnesses exist, and no effort is made to isolate the patients.

POSTAL RATES—MARKS ON GOODS, ETC.

Local postal rates are the same as in the United States, while the foreign rates are a fraction less.

There are no laws compelling goods to be marked, and hence there are many imitations.

MISCELLANEOUS.

All persons who purchase tickets to leave the Republic must pay a passport tax of \$4 (\$1.60); those who go from one department to another, \$2 (80 cents), and to any part within the department, 50 cents (20 cents).

There are no laws discriminating against Americans or American goods.

As heretofore reported, the greatest drawbacks to our trade are that our merchants do not give the same credits as do European merchants, and they do not pack the goods properly for transportation. Again, there seems to be a general effort in Europe to anticipate the wants and desires of this market, and to make the goods accordingly.

Many articles made in the United States are held in general esteem here, such as shoes, cloth, machinery, etc., and yet it does not appear that we gain our share of the trade. However, for more than two years, conditions have been such that encouragement to commerce has been out of the question. Many who would otherwise have made a determined effort to introduce goods have appreciated the situation and desisted.

H. A. GUDGER, *Consul-General.*

PANAMA, *October 28, 1901.*

ECUADOR.

The year 1900 has been marked by political disquietude and commercial depression, the first due to a presidential election and the second partly to the apprehension incident in all countries to a change of administration, but chiefly to the great falling off in the cacao crop, on which everything in Ecuador depends. It will be noted by tables accompanying this report that cacao constitutes from two-thirds to four-fifths of the exports of the country, which, being wholly agricultural, is dependent upon its exports for the means to purchase those necessities of civilized life, to say nothing of the luxuries, which it does not produce.

POLITICAL.

The country went through the travail of a presidential election without disorder. In August last, Gen. Leonidas Plaza, a native of the province of Manavi, being declared the duly elected constitutional President by a practically unanimous vote of Congress, whose duty it is to canvass the returns, was peacefully inaugurated. Gen. Eloy Alfaro, the retiring President, was under the constitution ineligible to reelection, and has become a private citizen of Guayaquil. During his administration a number of reforms were accomplished, to wit, the change from a conservative to a liberal government, by which the church has been divorced from the state and the clergy shorn of political power; adoption of the gold standard; introduction of English into the public schools; arrangement of the national debt and resumption of interest payments thereon; commencement of extension of the railroad to Quito, and other measures. General Plaza has pledged himself to continue the policy of his predecessor.

GUAYAQUIL.

Guayaquil, the commercial alpha and omega of Ecuador, continues to enjoy a steady growth, albeit, from an American standpoint, at a tortoise gait. The credit side shows extension of paving, erection of numerous private and public buildings, such as a governor's palace, railroad wharf, churches, public bath, progress on the new custom-house, etc. The debit side shows nothing done toward sewerage, lamentable deficiency in water supply, the same mule-tram service, a defective sanitary system, and bad quarantine regulations. The new Mole alluded to in my last annual report is still in futuro, while disastrous fires have from time to time ravaged the city, one in September destroying eleven city blocks valued at 1,000,000 sucres (\$487,000), the balance of the town being saved by a scratch. The fire department had to depend entirely on the river, and would have been unable to subdue the fire but for the very wide tree-lined avenue "Olmedo." Despite the terrible lessons of the past, nothing is done to avoid similar disasters; the public seems apathetic and submits with scarcely a murmur to conditions which in the United States would arouse general indignation. Insurance ranges from 5 to 7 per cent per annum, but nevertheless some companies have withdrawn from business, while those remaining will probably increase the present rate.

COMMERCIAL.

Business has been bad; the short cacao crop, sharp competition, heavy taxes, and other causes have aroused much complaint among the merchants. Some failures have occurred and others are feared, while the management of one of the banks is at the moment a matter of public concern. If my information is correct, the banking methods here need reforming.

AGRICULTURE.

Cacao (cocoa), the only product of any moment which Ecuador exports, shows a decrease of about 25 per cent in volume and of nearly 2,500,000 sucres (\$1,217,500) in value, better prices compensating in some measure for the serious crop deficit. Rubber, also, is steadily falling off, the supply becoming more remote and difficult to market each year. Unless the present destructive system is abandoned, the source of supply will soon be destroyed. Instead of tapping, the "caucheros" (rubber seekers) cut down the trees. Ivory nuts, coffee, sugar, and hides show an insignificant increase over the paltry totals of previous years. The Jipijapa (miscalled Panama) hats, the only manufactured article Ecuador exports, show likewise a small increase.

MANUFACTURE—EDUCATION—LABOR.

I hear of no new industries except the manufacture of bottled soda in this city. The college of San Vicente, destroyed by the fire of November, 1899, has been rebuilt. Dr. Thomas B. Wood and his corps of American teachers are, I am told, making fair progress. President Alfaro, in his report, states that "public instruction has much advanced, there being a large increase both of scholars and professors in primary and advanced schools, many new professorships and scholarships being established."

The standard of living shows no change for the better; everything has advanced in price, and some articles to a prohibitive point.

Labor is scarce and high here, but is still very poorly paid in the interior.

NATIONAL FINANCES.

The national income for 1900, as stated by the minister of hacienda, was 8,137,161.25 sucres (\$3,962,797) as against 7,625,830 sucres (\$3,715,779) for 1899, and 7,805,000 sucres (\$3,801,035) for 1898. It is derived as follows:

INCOME.

Customs receipts, sucres	6,386,149.48=	\$3,110,055
From other sources, fiscal imposts, etc.	1,668,756.09=	812,684
Balance in the treasury 1st of January, 1900.....	81,742.40=	39,808
Sundries.....	513.28=	250
	<hr/>	
	8,137,161.25=	3,962,797

The minister states that the increase in receipts is to be attributed to an additional duty of 23 per cent which was imposed at the beginning of the year "to provide funds in the event of an international

conflict." This additional duty has been found very onerous and has greatly increased the cost of living. It would seem that the duties have reached the limit that can be borne by the people, having been doubled within the last ten years. It will be seen that in Ecuador, as in most Latin-American countries, the custom-house is the source from which the Government derives by far the greater portion of its income. The system of local taxation seems to be unknown.

EXPENSES.

Administration, sucras.....	2,562,694.49=	\$1,248,032
Army and navy.....	3,148,408.41=	1,533,275
Education.....	524,864.79=	255,609
Public works and pensions.....	383,439.03=	186,735
Judiciary.....	235,476.81=	114,677
Benevolent institutions.....	199,710.52=	97,259
Municipal expenses.....	81,672.32=	39,774
Expenses of recoinage.....	192,894.93=	93,940
Collection of duties.....	45,208.68=	22,016
Clerical.....	770.00=	375
	<hr/>	
	7,375,139.98=	3,591,692
Balance December 31, 1900, deposits to meet special obligations.....	762,021.27=	371,105
	<hr/>	
	8,137,161.25=	3,962,797

This balance is represented by deposits in the banks for the payment or the guaranteed internal debt, the railroad, construction of the customs house, etc.

MINING.

The provisional concession granted to the Ecuadorean Development Company has by mutual consent been terminated. The reports regarding the mining wealth of Ecuador excited high hopes in the minds of the company, but after an expenditure of \$100,000 and diligent exploration of the country by a corps of twenty experts for eighteen months or more, it is reported that there is nothing on the line of the railroad worthy of attention. The mines in the south, it is decided, could be made valuable only under changed economic conditions, the principal necessity being a railroad. The "Mines of the Incas" are to be found in Peru, not in Ecuador, as articles in some papers in England and the United States have been claiming.

OCEAN TRANSPORTATION.

A marked improvement in this line is to be noted. The Kosmos, a subsidized German line, has done much to increase the trade of Ecuador with the Pacific coast of the United States, as well as with Germany. The extension of its itinerary to San Francisco has caused the Chilean and English lines to extend theirs from Ocos to that city, and at least three steamers per month now leave Guayaquil for the Golden Gate. Quite an increase is also to be noted in tramp steamers bringing railroad materials.

RAILWAY DEVELOPMENT.

The railroad to be built by a French syndicate from Bahia to Quito is in statu quo, and it may be many years before it is begun. The

line of a few miles from Puerto Bolivar to Machala and beyond will probably be built. The Zaruma mine parties seem to have given up the idea of building a road to the mines.

THE GUAYAQUIL AND QUITO RAILROAD.

This work is still being prosecuted, but progress has been slow and disappointing. About 17 miles have been built, on which construction, trains only are running. Perhaps 30 miles more have been graded. The McDonald Company, which contracted with the Ecuadorean Association to build the road, has had much trouble with labor imported from Jamaica, Barbados, and Porto Rico. Sensational articles, destitute of truth, have been published, notably in the Jamaican papers, alleging cruel treatment of the workmen; the fact being that many have been turbulent and worthless, and desertions have been numerous. Nine-tenths of the Porto Ricans ran away within a week or two after arrival.

The hostility to the enterprise continues. Charges are made in some of the local papers that the road is being improperly built, that the Ecuadorean Association has not the means to complete the work, etc.

It is to be earnestly hoped that the road will be constructed, the work being, as I have before reported, of vital importance to the development of the country.

MISCELLANEOUS.

A parcels-post treaty has been concluded with Germany.

Twenty thousand sucres (\$9,740) have been appropriated to aid the French geodetic survey, now at work near Quito in measuring the arc of the meridian.

The gold standard went into effect in November, 1900, and recoinage has ceased.

A vital necessity exists for quarantine reform, especially the establishment of a quarantine station.

Trade with the United States shows a very large and gratifying increase, due to purchases for the Guayaquil and Quito Railroad, better and quicker communication, lower freight rates, and the advent of American commercial travelers. American goods in a number of lines are conceded to be the best, notably shoes, cotton goods, steel, iron-ware, etc. Trade with the United States will steadily increase, but an isthmian canal can alone give us the vantage ground we should occupy, especially if supplemented by subsidized steamship lines.

While the exports and imports of Ecuador vary but little from year to year, Peru and Chile have a large and growing commerce, making this coast worthy of attention.

PERRY M. DE LEON,
Consul-General.

GUAYAQUIL, *October 23, 1901.*

Imports through all the ports of Ecuador for the years 1898, 1899, and 1900.

Articles.	1898.		1899.*		1900.	
	Value.	United States equivalent.	Value.	United States equivalent.	Value.	United States equivalent.
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Oils.....	243,094	\$102,307	.....	.....	297,642	\$144,952
Provisions.....	2,768,815	1,165,671	.....	.....	1,983,698	968,061
Live animals.....	7,660	8,225	.....	.....	87,984	42,848
Arms and ammunition.....	54,258	22,841	.....	.....	206,872	100,747
Shoes and shoemakers' goods.....	48,710	20,507	.....	.....	120,597	58,781
Carriages.....	7,512	3,162	.....	.....	43,144	21,011
Cement.....	11,581	4,575	.....	.....	72,288	35,180
Leather goods.....	93,308	39,280	.....	.....	140,704	68,523
Drugs and medicines.....	133,522	56,171	.....	.....	244,248	118,949
Vessels.....	2,890	1,212	.....	.....	21,590	10,514
Ironware.....	893,451	371,933	.....	.....	1,552,999	756,306
Matches.....	38,761	14,213	.....	.....	76,037	37,080
Thread and cordage.....	167,492	70,514	.....	.....	200,016	97,408
Musical instruments.....	56,708	28,453	.....	.....	60,257	29,345
Jewelry.....	27,810	11,708	.....	.....	86,866	42,804
Blank and printed books.....	55,122	23,206	.....	.....	60,868	29,643
Earthenware and glassware.....	146,075	61,498	.....	.....	208,192	98,955
Lumber.....	437,861	134,339	.....	.....	367,690	179,065
Machinery.....	175,620	73,986	.....	.....	508,409	247,595
Minerals.....	78,529	30,956	.....	.....	88,815	43,253
Paper.....	164,396	69,211	.....	.....	339,398	165,284
Perfumery.....	71,468	30,066	.....	.....	79,549	38,740
Paints.....	72,180	30,388	.....	.....	98,159	47,803
Clothing.....	430,547	181,260	.....	.....	643,546	313,407
Hats.....	74,657	31,481	.....	.....	82,779	40,813
Cotton and woolen goods.....	2,288,182	963,325	.....	.....	3,620,172	1,763,024
Vegetables.....	40,772	17,165	.....	.....	146,001	71,102
Candles.....	84,635	35,631	.....	.....	264,624	128,872
Wines and liquors.....	713,480	300,375	.....	.....	928,879	452,364
Gold and silver bullion.....	300	126	.....	.....	270,470	131,719
Sundries.....	502,484	211,546	.....	.....	2,242,444	1,092,071
Total.....	9,869,795	4,155,541	.....	.....	15,139,874	7,373,099

* Custom-house records destroyed by fire.

The average value of the sucre in 1898 was 41.1 cents, according to U. S. Treasury valuations.

Imports by countries.

Countries.	1898.		1900.	
	Value.	United States equivalent.	Value.	United States equivalent.
	<i>Sucres.</i>		<i>Sucres.</i>	
United States.....	2,599,943	\$1,094,576	4,063,328	\$1,978,841
Great Britain.....	2,577,875	1,085,785	4,524,470	2,203,417
Chile.....	738,908	311,038	340,622	165,883
Germany.....	1,370,622	577,031	2,686,011	1,308,087
Peru.....	748,395	315,074	536,407	261,230
France.....	998,387	420,321	1,487,414	724,370
Belgium.....	210,886	89,783	579,306	282,122
Spain.....	234,951	98,914	339,111	165,147
Italy.....	253,178	106,588	407,410	198,408
Other countries.....	137,750	57,993	175,795	85,612
Total.....	9,870,795	4,156,103	15,139,874	7,373,137

NOTE.—The above evidences a most gratifying increase in our trade with Ecuador.

Exports from Ecuador for the years 1899 and 1900.

BY PRODUCTS.

Articles.	1900.		1899.	
	Value.	United States equivalent.	Value.	United States equivalent.
	<i>Sucres.</i>		<i>Sucres.*</i>	
Cocoa	10,908,319	\$5,812,351	13,286,798	\$6,483,064
Rubber	1,068,751	580,282	1,329,169	645,976
Ivory nuts	1,600,892	779,391	919,501	446,877
Coffee	898,084	408,147	420,572	204,898
Hides	880,006	185,062	287,868	139,904
Straw hats and crude straw	888,931	165,069	277,449	134,840
Tobacco	26,169	12,744	73,808	35,870
Sugar	249,384	121,450	26,758	12,518
Gold bars and dust	193,836	94,398	69,267	33,664
Tropical fruits	100,094	48,746	.....	.....
Other products	186,672	90,861	182,770	64,626
Total	15,910,587	7,748,471	16,772,960	8,151,657
Silver coin for recoinage	849,876	170,390	.....	.....

*The average value of sucre in 1899 was 48.6 cents.

NOTE.—The above table shows a decrease of 2,325,479 sucres in exports of cocoa, higher prices making up in some measure for the deficit in quantity; the crop of 1899 aggregated 25,273 metric tons as against 18,791 metric tons in 1900, a difference of over 25 per cent.

Exports from Ecuador for the year ended December 31, 1900.

BY COUNTRIES.

Articles.	France.		Germany.		England.	
	Value.	United States equivalent.	Value.	United States equivalent.	Value.	United States equivalent.
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Cocoa	5,146,546	\$2,506,368	1,187,267	\$578,199	1,801,681	\$877,419
Rubber	43,102	20,991	221,434	107,888	71,666	34,901
Ivory nuts	196,966	95,922	978,161	476,364	22,786	11,097
Hides	5,492	2,675	42,014	20,462	41,681	20,299
Straw hats and crude straw	5,120	2,493	7,419	3,618	.....	.....
Tobacco .....	.....	.....	17,117	8,336	.....	.....
Coffee	72,171	35,147	162,614	74,323	178,141	84,320
Sugar .....	.....	.....	.....	.....	48,000	23,376
Gold and silver ore	20,838	10,146	16,904	8,282	.....	.....
Tropical products .....	.....	.....	.....	.....	.....	.....
Coin for recoinage .....	.....	.....	.....	.....	301,876	147,013
- Total	5,490,229	2,673,742	2,622,930	1,277,367	2,460,831	1,198,425

Articles.	Spain.		United States.		Chile.		Peru.	
	Value.	United States equivalent.	Value.	United States equivalent.	Value.	United States equivalent.	Value.	United States equivalent.
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>	
Cocoa	913,651	\$444,948	1,679,219	\$815,780	37,298	\$18,163	.....	.....
Rubber .....	.....	.....	752,122	366,283	.....	.....	.....	.....
Ivory nuts .....	.....	.....	826,785	159,120	800	389	.....	.....
Hides .....	.....	.....	290,631	141,687	.....	.....	.....	.....
Straw hats and crude straw .....	.....	.....	85,158	41,470	45,026	21,927	21,257	\$10,353
Tobacco .....	.....	.....	.....	.....	2,824	1,375	.....	3,033
Coffee	9,975	4,856	109,230	53,224	277,256	135,024	6,288	116
Sugar .....	.....	.....	25	12	97,184	47,329	238	.....
Gold and silver ore .....	.....	.....	156,094	76,018	.....	.....	.....	.....
Tropical products .....	.....	.....	.....	.....	30,773	14,966	69,321	33,759
Coin for recoinage .....	.....	.....	.....	.....	.....	.....	48,000	23,376
Total	923,626	449,806	3,899,269	1,655,444	491,156	239,193	145,044	70,637

Exports from Ecuador for the year ended December 31, 1900—Continued.

BY COUNTRIES—Continued.

Articles.	Italy.		Cuba.		Colombia.		Other countries.
	Value.	United States equivalent.	Value.	United States equivalent.	Value.	United States equivalent.	
	<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>		<i>Sucres.</i>
Cocoa							142,668
Rubber	427	\$207					70,000
Ivory nuts	74,944	36,498					8
Hides	242	115					
Straw hats and crude straw			117,933	\$57,433			57,029
Coffee	902	439			42,497	\$20,696	
Sugar	145	61			104,030	50,663	
Total	76,660	37,330	117,933	57,433	146,527	71,359	269,705

CONSOLIDATED VALUES OF EXPORTS, BY COUNTRIES.

	1900.		1899.	
	Value.	United States equivalent.	Value.	United States equivalent.
	<i>Sucres.</i>		<i>Sucres.</i>	
United States	3,399,269	\$1,655,444	\$2,686,708	\$1,310,600
France	5,490,229	2,673,742	5,630,813	2,736,575
Germany	2,822,330	1,277,367	3,789,997	1,841,369
England	2,460,831	1,198,425	2,163,146	1,051,289
Spain	923,626	449,806	1,460,833	709,979
Chile	491,156	239,193	302,605	147,066
Italy	76,660	37,330	100,839	48,765
Peru	145,044	70,637	89,900	43,691
Cuba	117,933	57,433	98,227	45,308
Colombia	146,527	71,359		
Other countries	886,208	178,063	445,362	216,846
Total	16,260,413	7,918,819	16,772,960	8,150,068

NOTE.—It will be seen that France alone imports more from Ecuador than the United States. Great Britain is the only country which exports more to Ecuador than ourselves.

Financial and bank statement, December 31, 1900.

	Gold coin.	Silver coin.	Papercurrency.
	<i>Sucres.</i>	<i>Sucres.</i>	<i>Sucres.</i>
Bank of Ecuador	1,590,705.95	2,579,630.00	2,426,268.60
Bank Comercial	2,092,220.00		
Total	3,682,925.95	2,579,630.00	6,677,949.60
In vault, Bank of Ecuador	1,349,306.10	827,781.97	9,383.00
In vault, Bank Comercial	1,998,740.00	140,826.24	23,237.00
In circulation	834,879.85	2,111,822.79	6,322,850.00
Lost, burnt, etc.			322,989.60
Total	3,682,925.95	2,579,630.00	6,677,949.60

Total amount of currency, 12,940,505.55 sucres.

NOTE.—It will be noted that to secure the 6,322,390 sucres of notes in circulation, the banks have in their vaults 468,307.21 sucres in silver and 3,348,046.10 sucres in gold, which fact should make the paper sucre of Ecuador perfectly good for its legal value (0.487 gold) provided the reserve decreed by law is kept intact. The Government relegates to the banks the sole power to coin and issue money, a system which fails to give that absolute security which our people enjoy. So far, no trouble has occurred, but latterly apprehension has arisen.

Ecuador has so far enjoyed an enviable exemption from panics.

Comparative statement of circulation.

December 31—	Sucres.	December 31—	Sucres.
1895	4,800,000.00	1898	6,796,000.00
1896	5,147,000.00	1899	7,836,783.00
1897	5,500,000.00	1900	8,768,592.64

Chief articles of import into Ecuador, 1900.

Articles.	Value.	United States equivalent.	Articles.	Value.	United States equivalent.
	<i>Sucres.</i>			<i>Sucres.</i>	
Arms and ammunition	296,720	\$144,508	Groceries, canned goods	281,842	\$112,907
Beverages	956,125	465,683	Hardware	573,354	279,223
Candles	291,056	141,744	Kerosene	206,517	100,574
Cement	108,852	50,576	Leather, boots and shoes	214,017	104,226
Clothing and textiles	742,099	361,402	Machinery	278,261	133,078
Cotton and manufactures	1,112,677	541,853	Oils	105,513	51,385
Crockery and glassware	169,320	82,469	Paper	371,053	180,703
Drugs, medicines, perfumery	308,146	150,067	Railway material	178,738	87,045
Flour	463,180	225,569	Rice	843,242	167,159
Furniture	108,772	52,972	Wool, manufactures of	676,768	329,581

Imports into Ecuador during 1900 of articles aggregating over 10,000 sucres (\$4,370) in value.

Name.	Total	Great Britain.	United States.	Germany.	France.
Accordions	\$13,186	.....	\$340	\$12,846	.....
Aniline	25,418	\$488	.....	16,393	\$940
Arms	90,996	.....	850	90,145	.....
Bank note paper	46,573	.....	17,148	.....	.....
Buttons	36,284	5,352	368	23,181	6,635
Bedsteads, metal	61,948	58,595	912	481	2,010
Barley	32,642	79	2,228	19,010	.....
Beer	133,196	4,072	3,569	116,708	660
Beeswax	21,217	1,051	.....	7,966	680
Belts	9,991	1,804	3,984	1,161	2,622
Brandy	201,456	3,848	280	5,543	185,908
Balze	145,804	140,564	.....	4,740	500
Blankets, woolen, etc.	52,987	8,375	9,182	33,458	290
Beans	34,700	.....	3	.....	.....
Books, blank, printed, etc.	98,905	20,613	13,565	8,580	30,842
Butter	45,197	260	14,513	2,151	3,692
Bitters	19,963	259	1,982	3,996	9,437
Boxes, all kinds	20,500	1,939	5,809	8,748	3,042
Cartridges	13,989	174	10,325	1,975	796
Cinnamon	11,558	1,198	.....	6,536	.....
Coal	29,245	13,880	493	69	.....
Cashmeres, etc.	476,463	141,282	1,014	182,120	77,050
Cement	108,852	1,900	49,756	41,272	500
Copper	17,373	15,475	1,802	60	160
Coaches, carriages	11,690	11,690	.....	.....	.....
Cocoanuts, pigmy	11,826	.....	.....	.....	.....
Canned goods	168,390	7,221	103,388	6,909	27,971
Cravats, ties	21,906	4,834	40	10,567	5,908
Corks	13,344	38	1,735	3,663	7,001
Crape	42,321	34,759	1,195	3,273	1,844
Collars and cuffs	25,352	5,050	288	13,795	3,752
Champagne	35,896	1,898	60	976	24,858
Cattle	64,930	.....	.....	.....	.....
Canvas	24,702	19,338	960	3,329	.....
Cloth, all kinds	32,415	10,924	65	11,876	6,724
Combs	14,206	4,282	1,026	2,425	5,383
Cheese	13,210	30	851	1,026	1,434
Clothing, ready-made	50,492	28,962	846	4,489	18,864
Calico, cotton cloth	101,960	101,960	.....	300	.....
Counterpanes	20,986	6,254	300	9,715	250
Candles	291,056	3,558	6,538	57,708	10,607
Chintz	569,144	530,444	34,879	1,985	1,156
Carpets	35,022	24,034	1,161	1,144	8,683
Cod, dried	15,967	.....	2,352	11,208	1,084
Calico, unbleached	129,180	127,063	689	708	720
Crockery	89,977	3,933	1,084	70,836	4,029
Damask	15,175	9,167	.....	500	5,018
Demijohns	15,260	.....	.....	15,260	.....

Imports into Ecuador during 1900 of articles aggregating over 10,000 sucres (\$4,870) in value—Continued.

Name.	Total.	Great Britain.	United States.	Germany.	France.
Drills	\$76,659	\$56,704	\$2,989	\$5,856	\$1,968
Drugs and medicines.....	240,455	41,306	96,265	19,651	67,762
Elastics	26,608	8,838	81	15,995	1,694
Embroidery	89,627	19,882		1,310	17,700
Fire engines and hose.....	27,574		27,044	130	400
Flannels.....	73,265	51,491	960	18,891	
Fireworks	19,870			16	
Fruits	16,015	294	5,172	40	2,881
Furniture	106,772	3,543	22,358	69,598	7,426
Flour	463,180	214	449,239	370	
Fans.....	12,086	3,489	835	1,085	3,376
Fire alarms.....	10,000		10,000		
Glassware	57,173	1,200	9,874	31,990	4,684
Gauzes	182,454	182,454			
Ginebra	15,123	9,929		8,790	
Ginghams	180,719	130,415	104		
Guns	58,381	572	810	2,350	25,626
Glass, plate, roofing, etc.	22,170	592	964	9,417	1,570
Gold coin.....	250,450	250,450			
Hat linings.....	12,297	8,652		1,990	1,490
Hatchets	28,085	344	27,198	498	
Hams.....	25,880	645	23,508	383	20
Hosiery.....	87,724	13,476	515	69,832	2,832
Horses.....	10,546				
Handkerchiefs.....	147,856	110,446	7,789	4,570	3,820
Hay, dried.....	22,472		100		
Hardware	26,398	8,353	8,962	8,063	797
Hemp, sisal.....	70,121	1,520	65,116	1,696	
Iron	358,405	292,500	8,760	45,292	82
Ink	18,876	1,539	3,998	6,445	1,885
Instruments, scientific, engineers	385,828	7,852	299,342	8,455	8,387
Indigo	12,858		291		
Ironware, enameled.....	54,075	5,218	1,121	46,243	836
Jewelry	68,155	11,446	17,849	30,220	4,893
Kerosene.....	206,517		206,517		
Knives	16,948	9,506	8,243	2,658	926
Locks	19,698	4,743	4,254	8,712	500
Labels, lithographed.....	12,168	570	998	2,986	2,820
Lace.....	61,961	44,321	461	8,277	7,893
Lamps.....	10,389	2,277	3,595	3,987	480
Launches, steam.....	10,790		6,590	4,200	
Lentils.....	27,315				
Liquors.....	15,690	1,384	210	2,566	7,026
Locomotives.....	139,598		139,598		
Lead, manufactured, raw, etc	19,852	10,891	73	4,180	800
Lining goods.....	20,228	18,338			1,890
Lumber.....	259,788	2,258	288,328	1,790	190
Lard.....	683,809		683,809		
Matches.....	82,482		26	66,532	4,605
Mirrors.....	21,573	3,986	667	10,083	4,457
Machines, all kinds.....	253,692	51,153	167,444	19,456	6,509
Machetes.....	138,355	39,012	84,158	8,926	69
Marble.....	13,290		1,447	844	114
Merino.....	50,156	15,945		7,642	23,880
Mules.....	11,180				
Muslin.....	24,565	19,489		4,536	560
Mats.....	15,711		16		
Machine duplicates.....	19,569	1,600	11,274		4,590
Mantas.....	64,151	10,091		928	4,520
Nails, iron.....	20,021	6,133	1,433	7,354	2,957
Nails, steel.....	81,739	3,960	8,183	11,196	1,790
Nainsook.....	14,152				
Trimmings.....	11,285		10,256	879	
Oilcloth.....	21,659	16,400	2,961	375	353
Opium.....	15,985	9,849	63		6,023
Oils, all kinds.....	105,513	20,393	27,974	9,023	15,349
Olives.....	11,278	10	1,638	39	1,278
Padlocks.....	10,024	4,501	2,968	2,490	65
Pictures and frames.....	10,492	279	416	7,749	1,924
Pickles.....	12,276	2,238	4,389	654	2,571
Paper.....	225,375	20,427	28,730	102,530	19,436
Passementerie.....	17,643	4,325	140	4,970	8,147
Paint.....	68,687	25,996	5,867	3,687	28,069
Perfumery.....	51,756	13,009	6,099	6,209	18,979
Pianos.....	41,126	400	4,385	32,211	1,270
Peppers.....	18,672	2,684	2,131	12,534	120
Porcelain.....	11,869	285	663	8,286	1,455
Ponchos.....	120,873	5,072	956	110,562	1,198
Piping.....	46,547	17,727	22,729	781	2,490
Onions.....	60,646				
Railway carriages.....	10,100	10,100			
Ribbons.....	67,082	13,172	26	26,875	28,325

Imports into Ecuador during 1900 of articles aggregating over 10,000 sucres (\$4,870) in value.—Continued.

Name.	Total.	Great Britain.	United States.	Germany.	France.
Railway, portable	\$29,040	\$22,740	\$5,500		\$800
Rice	343,242	8,190	1,212	\$64,866	
Raisins	20,951	192	496		
Revolvers	15,979	234	7,287	2,242	1,676
Spoons	11,176	1,752	964	7,568	682
Sailcloth	25,319	24,767	224	150	178
Safes, iron	9,821		5,197	3,782	842
Shoes and boots	92,272	29,811	19,629	10,063	21,508
Shirts	52,914	11,270	423	31,529	5,343
Shawls	184,179	12,125		115,019	5,935
String twine	45,093	10,824	16,762	9,975	600
Shoe leather	121,745	7,722	4,404	64,514	44,639
Saddles	10,188	2,323	4,299		2,491
Staples	11,285		10,256	879	
Soap	241,195	42,026	11,806	39,142	86,945
Shovels	20,172	14,692	4,227	1,258	
Saucepans	86,536	8,553	136	27,597	250
Salt fish	12,707		866	300	
Satin	12,789	7,527		1,875	2,512
Sacks, jute	826,874	287,006	6,250	72,409	
Sardines	108,077	814	3,577	24,826	39,870
Bacon	32,999	26,448		4,798	1,253
Semola (corn grits)	68,004		62,325	579	
Serge	23,887	17,637	6,250		
Saddles	17,884	4,074	10,734	1,587	469
Sugar mills	22,676		21,476		
Steamers, in sections	32,400		32,400		
Spirits	10,317	260	920	160	1,823
Spirits of turpentine	10,571		10,671		
Textures	691,607	498,694	48,503	70,080	58,873
Thread	142,186	101,086	2,858	16,219	18,528
Ticking	12,363	10,947	11	640	50
Tools	89,158	22,658	53,106	10,708	743
Tin, sheet, and manufactured	15,655	8,992	8,221	5,242	
Toys	21,292	4,029	2,199	10,922	3,935
Tea	17,826	2,978	534	465	180
Towels	19,815	11,407	100	8,796	1,908
Umbrellas	28,408	9,191	752	5,513	3,061
Undershirts	93,977	15,638	552	17,229	48,588
Velvet	11,152	3,960		5,723	1,069
Wire	299,019	3,332	281,678	10,869	200
Watches and clocks	28,581	1,184	18,552	4,912	2,253
Wine	519,968	12,386	38,521	21,051	146,866
Whisky	14,912	12,626	1,629	11,442	15
Waters, all kinds	80,586	28,779	16,776	11,128	6,437
Zinc	28,770	1,876	2,969	1,890	1,860
Grand total	13,877,143	4,237,627	3,781,546	2,412,414	1,841,856

Imports into Ecuador during 1900 of articles aggregating over 10,000 sucres in value.

Name.	Belgium.	Italy.	Spain.	Peru.	Chile.	Other countries.
Aniline	\$7,507			\$0.90		
Bank-note paper				20,000		\$8,925
Buttons	448	\$300				
Barley				100	\$11,225	
Beer	1,327			1,438	5,377	
Beeswax	10,575	945				
Belts	420					
Brandy	4,174	776	\$692	120	142	
Blankets, woolen, etc.	680		727	250		
Beans				1,948	32,749	
Books, blank, printed, etc.	4,446	484	19,819	131	260	\$65
Butter	177	24,292			112	
Bitters	25	2,970			107	\$1,135
Boxes, all kinds		195		693	250	\$24
Cartridges					719	
Cinnamon	3,364	460		7,840		\$7,468
Cashmeres, etc.	8,073	63,672	615	1,500	1,137	
Cement	10,184		240			
Copper	346	30				
Cocoanuts, pigmy					11,825	
Canned goods	1,124	12,157	2,602	3,341	2,745	\$932
Cravats, ties		557				
Corks		577	330			

* Colombia.
 * China.

* Antilles.
 * Austria.

Imports into Ecuador during 1900, etc.—Continued.

Name.	Belgium.	Italy.	Spain.	Peru.	Chile.	Other countries.
Crape		\$1,250				
Collars and cuffs	\$1,064	1,845		\$88		
Champagne	8,351	2,970	\$210	884	\$688	
Cattle				47,085	17,845	
Canvas	910			170		
Cloth, all kinds	2,006	20	800			
Combs	540					
Cheese		9,452		109		
Clothing, ready-made	130	930		211	1,090	
Counterpanes		3,402		965		\$30
Candles	212,647					
Chints			700			
Cod, dried	460	44				874
Crockery	9,280	240	150	475		
Damask		400				
Drills	1,582	5,791	1,829			
Drugs and medicines	5,264	6,725	600	3,202		688
Embroidery		785				
Flannels		2,428				
Fireworks				19,815		40
Fruits	114	499		3,565	2,759	741
Furniture	480	880		3,590	400	502
Flour		280			12,982	
Fans	18		10	70		3,258
Glassware	9,126		179	120		
Ginebra	1,404					
Ginghams			200			
Guns	250	600	28,173			
Glass, plate, roofing, etc.	9,687					
Hat linings		165				
Hams		780	494			
Hosiery		470	500			
Horses				8,686	1,860	
Handkerchiefs	20	785		100		* 20,826
Hay, dried				75	22,297	
Hardware	78			150		
Hemp, sisal	1,740			50		
Iron	9,587	180		1,910	174	
Ink						9
Instruments, scientific, engineers	11,656	30	16		120	
Indigo						* 12,567
Ironware, enameled	607		50			
Jewelry	57	3,280				* 400
Knives		615				
Locks	1,484					
Labels, lithographed	400	550	526	1,877	1,400	41
Lace	446	568				
Lamps	50					
Lentils				2,179	25,186	
Liquors	1,686	1,902	668		898	
Lead, manufactured, raw, etc	566	2,200		642		
Lumber	320	10	96		16,296	
Matches	10,629	190		500		
Mirrors	1,140	150		1,150		
Machines, all kinds	1,060	6,965		1,105		
Machetes	1,160			20		
Marble		10,490		275	120	
Merino	2,689				1,600	
Mules				9,580		
Mats				15,695		
Machine duplicates	1,800	285		20		
Mantas		1,880		40		* 46,742
Nails, iron	2,094					
Nails, steel	6,610					
Trimmings	100					
Oilecloth	1,000					
Oils, all kinds	8,511	22,448	929	886		
Olives	39	3,202	4,907	148		17
Pictures and frames			10	110		
Pickles	1,280	715	297	127		
Paper	29,581	10,098	17,358	1,641	806	24
Paesementerie			61			
Paint	4,578	40		400		30
Perfumery	7,025	63	100	292	60	* 920
Pianos	1,700	1,160				
Peppers	150	989		114		
Porcelain	40			140		
Ponchos	2,360	700		25		
Piping				2,450		
Onions				49,711	10,985	
Ribbons	1,646	1,965				
Rice	600			245,355	23,019	
Raisins				20,263		

* China.

* Central America.

* Colombia.

* Colombia and China.

Imports into Ecuador during 1900, etc.—Continued.

Name.	Belgium.	Italy.	Spain.	Peru.	Chile.	Other countries.
Revolvers.....			\$4,049		\$491	
Spoons.....	\$200					
Shoes and boots.....	800	\$1,265	7,918	\$1,278		\$15
Shirts.....	160	3,208				981
Shawls.....	1,000	100				
String twine.....	4,250	1,102	1,580			
Shoe leather.....	316		150			
Stirrups.....	675	400				
Staples.....	100					
Soap.....	52,098	9,778				
Salt fish.....		80		10,682	676	108
Satin.....			875			
Sacks, jute.....	2,400			1,600	7,210	
Sardines.....	6,924	88	82,083			
Sateen.....		500				
Semola (corn grits).....				1,100	4,000	
Saddles.....	1,020					
Sugar mills.....	1,200					
Spirits.....		626	5,596	901	32	
Textures.....	1,200	12,277	6,200			780
Thread.....	3,496					
Ticking.....	400	15	800			
Tools.....	961	810		177		
Tin, sheet, and manufactured.....		600				
Toys.....	92			100		15
Tea.....	300			13,154		215
Towels.....		1,444	1,760			
Umbrellas.....		8,466				\$1,400
Undershirts.....		1,488	9,891			296
Velvet.....	400					
Wire.....	2,690					
Watches and clocks.....	80		1,650			
Wine.....	14,753	81,748	169,098	5,590	29,835	140
Waters, all kinds.....	15,846	350	400	1,385	40	
Zinc.....	20,275	400				
Grand total.....	557,697	342,686	325,877	498,890	269,357	109,693

* China.

* Colombia.

Dividends paid by stock companies in 1900.

	Per cent.
Banco del Ecuador.....	16
Banco Comercial and Agrícola.....	13
Banco Hipotecario.....	11½
Banco Territorial.....	9½
Street Car Company.....	24
New Launch Company.....	12
Guayaquil Launch Company.....	8
Public Credit Company.....	11
Gas Company.....	12
"Laborers" Saving Bank.....	13
Guayaquil Savings Bank.....	12

Maritime commerce of Ecuador (all ports) for 1900.

	Number.	Tonnage.	Packages.	Weight of packages.
ENTERED.				
Steam vessels.....	490	550,665	830,088	Tons. 42,071
Sailing vessels.....	388	21,137	394,215	13,292
CLEARED.				
Steam vessels.....	454	477,082	4,449,952	46,404
Sailing vessels.....	326	21,924	120,704	4,251

Maritime commerce of the port of Guayaquil for 1900.

	Number of vessels.	Tonnage
Entered.....	212	337,562
Cleared.....	218	321,063

FALKLAND ISLANDS.*

IMPORTS.

Argentina	£1, 176=	\$5, 723
Uruguay	1, 461=	7, 110
Chile.....	4, 364=	21, 237
United Kingdom.....	88, 273=	429, 573
Grand total.....	96, 274=	463, 643

Details of imports.

ARGENTINA.

Horses	£1, 176=	\$5, 723
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URUGUAY.

Groceries	£109=	\$530
Fruit and fodder	1, 352=	6, 580
Total	1, 461=	7, 110

CHILE.

Fence posts.....	£198=	\$964	Groceries.....	£43=	\$209
Building material	328=	1, 596	Dutiable goods.....	231=	1, 124
Fruit and fodder.....	3, 509=	17, 077	Total.....	4, 364=	21, 238
Boots and shoes.....	55=	268			

UNITED KINGDOM.

Haberdashery.....	£1, 679=	\$8, 171	Timber and building material	£2, 789=	\$13, 573
Coal.....	3, 696=	17, 987	Drugs	384=	1, 869
Specie	1, 700=	8, 273	Seeds, etc.....	162=	788
Wearing apparel	31, 828=	154, 891	Crown agents goods ..	1, 298=	6, 317
Clothing.....	1, 383=	6, 730	Parcel post.....	3, 265=	15, 889
Boots and shoes	1, 592=	7, 747	Miscellaneous	1, 600=	7, 786
Glass and earthenware	380=	1, 849	Spirits.....	5, 188=	25, 247
Groceries	13, 326=	64, 851	Wine.....	1, 129=	5, 494
Furniture	1, 176=	5, 723	Beer.....	3, 700=	18, 006
Ship chandlery and station dip.....	4, 381=	21, 320	Tobacco and cigars ..	1, 808=	8, 799
Hardware.....	4, 274=	21, 286	Total	88, 273=	429, 574
Aerated waters.....	30=	292			
Unenumerated articles	1, 375=	6, 691			

THE GUIANAS.

BRITISH GUIANA.

Imports into this colony from all countries for the year ended March 31, 1901, aggregated \$6,688,937, an increase compared with the preceding year of \$359,172.

The value of imports from the United States was \$1,901,332, against \$1,806,674 in the preceding year. There was a shrinkage in the quantity of flour and other principal articles of subsistence. Bicycles and other manufactured articles also declined. On the other hand, importations from our country of machinery for the local electric trolley

* Unsigned statement, received from the consulate in October, 1901.

plant and for miscellaneous purposes, boots and shoes, shooks, staves and headings, and coal increased.

Exports to foreign countries during the year amounted to \$9,928,349, an increase of \$674,142 over the preceding year.

Seventy-six thousand two hundred and sixteen long tons of raw sugar, valued at \$4,243,706, were exported to the United States, an increase in quantity over last year of 7,794 tons.

One hundred and fourteen thousand one hundred and two ounces of gold were mined during the year, and 108,522 ounces, valued at \$1,886,802, were exported to England.

Ten thousand diamonds, weighing 906 carats and valued at the custom-house at \$12,876, were mined and exported to London.

The comparative value of imports and exports of the colony for 1900 and 1901 was:

Country.	Imports.		Exports.	
	1900.	1901.	1900.	1901.
United Kingdom	\$3,586,507	\$3,230,495	\$4,629,075	\$4,555,240
British colonies	750,239	919,574	216,372	278,841
United States	1,806,344	1,901,332	4,022,352	4,365,506
Foreign countries	186,674	223,186	386,408	314,413
Transit trade		414,560		414,350
Total	6,329,764	6,688,937	9,254,207	9,928,349

The principal articles imported from the United States were:

Articles.	1900.	1901.
Beef	barrels.. 6,645	7,693
Bread and crackers	pounds.. 474,980	265,846
Butter	do. 108,056	32,422
Boots and shoes	\$12,000.00	\$16,991.00
Bicycles	\$20,194.00	\$6,935.00
Cheese	pounds.. 78,067	37,514
Coal	tons.. 5,320	13,582
Corn meal	pounds.. 1,566,528	987,092
Flour	barrels.. 208,893	173,601
Cutlery	pounds.. \$20,858.00	\$12,799.00
Lard	pounds.. 360,659	446,140
Lumber	feet.. 6,099,841	4,076,781
Mules	number.. 254	20
Oils:		
Petroleum	gallons.. 392,146	423,742
Unenumerated	do. 67,888	116,747
Shooks	packages.. 5,561	15,787
Staves	number.. 444,120	825,460
Tobacco	pounds.. 579,549	451,146
Textile fabrics	\$35,543.00	\$33,920.00
Materials for electric lighting	\$1,973.00	\$6,469.00
Materials for electric cars		\$18,830.00
Machinery for electric lighting		\$69,487.25
Machinery for sugar	\$51,885.00	\$213.00
Machinery for miscellaneous purposes	\$5,133.00	\$41,341.00

The exports of the colony during the year have drifted through the usual channels to the same markets as heretofore. The United States shares with the United Kingdom in about the same proportion as formerly.

The bulk of the imports came from the same sources, the greater proportion, as usual, from the United Kingdom, which supplies this market with about three-fourths of all the manufactured articles it requires, while the United States sends chiefly flour and other food-

stuffs and a small variety of manufactured goods. This trade between the colony and the home country is not likely to be disturbed to a great extent under prevailing conditions.

Should it be deemed expedient to ratify the pending reciprocity treaty between the United States and this colony, it would, in my opinion, increase our export trade with this port at least 30 per cent, mostly in manufactured articles. It is the judgment of the most intelligent local sugar manufacturers that, with the preferential tariff rate in force provided for in the treaty, the manufacture of yellow crystals for the English market would practically cease in the colony. Assuming that nearly all the sugar produced here would then go to the United States, this statement will not, I think, seem unreasonable.

COLONIAL INDUSTRIES.

SUGAR.

The cultivation of the sugar cane, which has survived all other industries attempted in the colony, has proven a safe and fairly profitable business. Sugar and its by-products constitute the chief articles of commerce.

DREDGING FOR GOLD.

Concessions have been granted to the British Guiana Gold Dredging Syndicate, whose principal office is in London, to dredge the Barima River, in the Northwest District, for gold. A steam dredge, constructed for that purpose by a local firm, recently proceeded to its destination, where it will at once begin operations. If results are gratifying, other concessionaires, who have similar grants in other creeks and streams, will push their enterprises.

HYDRAULIC MINING.

The "Guiana Syndicate," whose principal office is in Berlin, Germany, and that has already expended £120,000 (\$583,980) in prospecting on its concessions at Oumai, up the Essequibo River, has recently invested £40,000 (\$194,660) in a hydraulic plant for the further development of the property. The pump was purchased in Germany, and the elevator for delivering the gravel to the sluices came from the United States. The pump is said to be capable of lifting 7,000,000 gallons of water in twenty-four hours to an elevation of 500 feet. If this method of mining proves successful, the company will engage in extensive enterprises. It is proposed to install electric-light and telephone plants and work day and night shifts.

Great interest is manifested in these mining schemes, and every effort is being made to attract investments from the mother country. There appears to be no question as to the existence in the colony of an immense area of payable auriferous alluvium, which requires only sufficient capital and adequate labor to expand the industry indefinitely.

RICE.

The soil of the colony is admirably adapted to the cultivation of this product, and if there were a system of irrigation and drainage to provide against prolonged droughts and excessive rainfalls, the acreage

under cultivation would be largely increased and two crops per year harvested. Importations of rice would gradually cease. Twenty million pounds of East Indian rice were imported during the year to supply the requirements of the market. Whenever native provisions are scarce, more rice and more flour are required. It is thought the latter suffers somewhat in competition with the rice, which is staple with the laboring classes.

FOREST PRODUCTS.

There was an increase last year in exportations of timber of 117,000 cubic feet, valued at \$33,452.

The value of balata (rubber) exported was \$94,000, against \$58,800 the year before. Some shingles were exported; also locust gum for varnish. All these products go to the mother country. Their total value for the year was \$236,820.

DIAMONDS.

Reports from various parties in the field are very favorable. The commissioner of mines, in his annual report, considers the attention which is being given to the diamond deposits of the Mazaruni River district of the utmost importance to the colony. The geological formation of the diamondiferous area, he states, is similar to that of Brazil, where diamonds are found in situ in residual clays derived from the weathering of the country rock. In addition to diamonds, over 2,000 sapphires were found. The Potaro River district has also attracted prospectors, and some of the largest stones found came from that locality. This district is more accessible than the Mazaruni, and the prospects are considered about as good.

Notwithstanding the large number of stones already found, and the excellent prospects, the industry is in an incipient state, and until there are installed plants of machinery adapted to handle great quantities of dirt economically, adequate profits will not be made by investors in this enterprise.

KAOLIN CLAY.

This natural product, alluded to in previous reports, has found a market in New York, and the contractors are now here for tonnage for their first shipment.

The best specimens of this clay are so entirely free from iron, lime, or any alkali, and therefore infusible, that it ought to find a remunerative market.

The inferior clay on the surface is faintly streaked with an iron stain, and has as other impurities white quartz sand, feldspar, and mica. It is very adhesive and tenacious. Exhaustive local tests have demonstrated its usefulness for cement, artificial stone, and concrete. Mixed with a small proportion of bituminous pitch and tested at the department of public works, it was found to possess far greater tensile strength than concrete made from Portland cement and sand.

EXCHANGE; TARIFF.

Sight drafts on New York usually sell at par. Buying rates vary from $1\frac{1}{2}$ to 2 per cent discount.

The specific and ad valorem duties, including spirits and tobacco, are subject to a surtax of 5 per cent.

LOCAL CREDITS.

Sales are made at three to five months' time or for cash, less $1\frac{1}{2}$ to $2\frac{1}{2}$ per cent. Banking discounts, 6 per cent per annum.

FREIGHTS.

The nominal rate on sugar by steam to New York is \$2.40; by steam to London or Liverpool, \$5.40. The actual time to New York direct is ten days; to London, fourteen days.

SHIPPING.

Nine hundred and eighty-four steam and sailing vessels entered and cleared from this port during the year; 538 were British and the rest were foreign. Twenty-eight were American sailing vessels.

DUTCH GUIANA.

Imports.

Year.	Nether- lands. ^a	England.	United States.	Demerara. ^b	Barbados. ^b	Various. ^c
1900	\$1,196,999	\$270,312	\$567,698	\$198,913	\$12,208	\$219,510
1899	1,281,148	214,586	581,977	197,683	16,606	206,883

^a Imports from Germany are included under this heading, as separate statistics are not obtainable.

^b Most of these goods are of United States origin.

^c Crude gold, valued at \$149,209 for year 1900 and \$138,970 for 1899, respectively, sent here from French Guiana for transshipment, is included in the above amounts.

Exports.

Product.	Netherlands.		United States.		England.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Balata .....kilos ^a ..	204,134	\$195,968	3,941	\$3,788	.....	.....
Cocoa .....do.....	213,005	63,901	2,626,830	788,048	82,537	\$24,761
Coffee .....do.....	42,227	5,796	148,320	20,764	427	59
Gold .....grams ^b ..	844,419 $\frac{1}{2}$	462,742	18,473 $\frac{1}{2}$	10,123	9,230	5,058
Molasses .....liters ^c ..	26,000	520	.....	.....	.....	.....
Rum .....do.....	912	65	.....	.....	624,786	44,981
Sugar .....kilos.....	619,285	26,185	7,439,290	386,843	1,111,806	54,904
Wood .....do.....	.....	17,747	.....	343	.....	11,600
Various .....do.....	.....	6,394	.....	33	.....	1,860
Total.....	.....	779,318	.....	1,209,987	.....	143,228

Product.	Demerara.		Other countries.	
	Quantity.	Value.	Quantity.	Value.
Balata .....kilos.....	730	\$700
Cocoa .....do.....	4,837 $\frac{1}{2}$	1,451
Coffee .....do.....	1,368	191
Gold .....grams.....	672 $\frac{1}{2}$	532
Molasses .....liters.....	71,630	1,432
Rum .....do.....	116,948	\$8,420	263,264	18,954
Sugar .....kilos.....	4,970,260	47,797	1,680	70
Wood .....do.....	16	.....	3,680
Various .....do.....	277	.....	331
Total.....	56,510	.....	27,341

^a 2,2046 pounds.

^b 15.4 grams.

^c 1.06 quart.

^d For transshipment to England or America.

Mr. Deyo, the United States consular agent at Paramaribo, in his report to this office for the year 1900, states that the financial results of the year's trade were unsatisfactory, owing to the unseasonable weather which prevailed.

INDUSTRIES.

GOLD.

The year's work has been disappointing for lack of sufficient water. Hydraulic plants obtained in the United States were installed by American, English, and Dutch syndicates, but for the reason stated were unable to work. With a normal rainfall, very profitable results are anticipated. Quartz mining has been almost suspended, owing to difficulty in getting the native miners to work underground. This has been obviated to some extent by procuring laborers from the West India islands.

SUGAR.

Although the canes suffered from drought, the production increased to 10,142 metric tons of 2,205 pounds, against 6,915 metric tons in 1899. About all of this product went to the United States.

CACAO.

The crop for the year fell off to 2,927 metric tons of 2,205 pounds, the lowest for six years past, due to the drought and to a sickness of the trees called "krulloten."

The disease seems peculiar to the colony, as it is unknown in other cacao producing countries. The product brought good prices in the United States.

COFFEE.

The industry is doomed, only 192 metric tons of 2,205 pounds being produced during the year.

TOBACCO.

The cultivation is still in the experimental stage. Its development will involve large expenditures of money and some time will be required to arrive at definite results.

BALATA.

Prospects are considered bright, owing to the increased demand and the very high prices obtained. The production has increased from 113 metric tons of 2,205 pounds in 1898 to 209 metric tons in 1900.

PUBLIC WORKS.

Under the supervision of a Dutch engineer, the colonial government has connected the Surinam and the Saramaca rivers by a canal, and immense locks at either end are about complete. The object is to drain and reclaim a large tract of land near the city. Other works of a similar nature are contemplated.

FRENCH GUIANA.

I have not yet received a report from the agency at Cayenne; statistics from there appear unobtainable. There was a decline in the output of gold. In 1899, the product amounted to 2,541 kilos (5,602 pounds) and in 1900 to 2,378 kilos (5,243 pounds).

It is safe to say that trade conditions in that colony have undergone no marked change during the year.

GEO. H. MOULTON, *Consul.*

DEMERARA, *August 10, 1901.*

PERU.

It being impossible at this date to secure official or even unofficial information for the fiscal year ended June 30, 1901, the tables herein given are for the calendar year 1900.

Total value of imports and exports during 1900.....	\$33, 121, 631
Total value of imports and exports during 1899.....	24, 037, 977
Increase during 1900 over 1899	9, 083, 654
Imports during 1900.....	11, 261, 352
Imports during 1899.....	9, 105, 185
Increase during 1900.....	2, 156, 167
Exports during 1900.....	21, 860, 279
Exports during 1899.....	14, 932, 792
Increase during 1900.....	6, 927, 487

Imports and exports during 1900 by ports.

Port.	Imports.	Exports.	Total.
Callao.....	\$8, 587, 208	\$10, 314, 431	\$18, 901, 639
Mollendo.....	1, 220, 613	2, 885, 691	4, 106, 204
Payta.....	336, 706	932, 425	1, 269, 131
Salaverry.....	459, 658	3, 551, 529	4, 011, 187
Pacasmayo.....	159, 077	487, 537	646, 614
Eten.....	209, 040	1, 178, 724	1, 387, 764
Pimentel.....	60, 609	231, 666	292, 275
Pisco.....	167, 679	1, 660, 401	1, 828, 080
Ilo.....	9, 348	63, 839	73, 187
Buena Vista.....	8, 610	78, 304	81, 914
Frontier of Bolivia.....	47, 804	475, 532	523, 336
Total	11, 261, 352	21, 860, 279	33, 121, 631

NOTE.—All of the foregoing values are expressed in United States gold.

Value of principal articles exported during 1900.

Article.	United States gold.	Article.	United States gold.
Alcohol.....	\$103, 811	Minerals.....	\$8, 237, 971
Borax.....	275, 259	Rice.....	310, 572
Cotton.....	1, 947, 674	Silver.....	98, 580
Coffee.....	317, 995	Sugar.....	7, 075, 392
Gold.....	19, 653	Wool.....	1, 441, 831
Hides.....	527, 591		

Values of imports and exports by countries during 1900.

Country.	Imports.		Exports.	
	English currency.	United States currency.	English currency.	United States currency.
England	£1,081,145	\$5,281,392	£2,089,268	\$10,167,423
Germany	860,589	1,754,855	515,993	2,511,060
United States	297,436	1,447,472	954,896	4,647,001
France	156,349	760,872	120,468	586,258
Chile	91,418	444,861	610,520	2,971,096
Italy	97,075	472,415	5,566	27,184
Belgium	72,539	353,011	2,125	10,341
China	71,220	346,592	3,554	17,296
Australia	34,488	167,886		
Spain	14,261	69,401	3,200	15,573
Ecuador	6,969	33,915		
Central America	5,560	27,058	44,408	216,087
Bolivia	2,836	47,867	5,545	26,985
Cuba	8,770	42,679	99,551	484,611
Colombia	4,865	21,242	810	3,942
Austria	2,835	11,363	41,738	208,337
Portugal	2,067	10,010		

The trade with France, Chile, Spain, Ecuador, and Uruguay decreased in 1900 from that in 1899. Trade with other countries in the same period shows a decided increase.

Declared exports to the United States for the fiscal year ended June 30, 1901.

[Values expressed in United States gold.]

Article.	Value.	Article.	Value.
Antiquities, Peruvian	\$3,224.60	Photographic plates	\$1,278.13
Books and forms, printed	125.74	Returned goods	2,738.35
Cacao	125.00	Rubber	96.00
Coca leaves	196,158.54	Samples:	
Coffee	370.50	Mineral	2,900.00
Corn, broom	194.80	Sulphur	31.00
Condurango	1,654.90	Various	87.40
Copper ore	31,655.83	Sheepskins	635.00
Copper matte ore	6,311.91	Silver ore	25,199.74
Cotton	557,074.03	Silver and copper ore	283.44
Deerskins	15.00	Silver, compounds of	9,997.33
Goatskins	208,705.67	Straw hats	9,918.13
Gold coin	40,145.99	Sugar	2,892,896.69
Gold bars	14,189.00	Sugar, molasses	73,573.77
Gold ore	136.36	Sulphide of silver	1,060.00
Hides	10,509.29	Vicuña rugs	18,581.97
Lead bars	4,737.86	Wool	
Mineral water	200.00		
Molasses	1,035.37	Total	4,393,907.30

PRINCIPAL ARTICLES OF IMPORTATION, BY COUNTRIES.

United States.—Cottons, sewing machines, furniture, weighing machines, revolvers, alarm clocks, refined petroleum, steel, rope, oil, perfumery, iron piping, rubber hose and packing, grease, copper plate, medicines, boards for packing boxes, leather, machinery, lumber, windmills, wheat, locomotives, railroad equipment, tallow, agricultural implements, typewriters, rosin, steel rails, and bicycles.

England.—Cotton and woolen goods of all classes, machinery of all classes, steel rails, railway material, empty bags, coal, wrought and pig iron, agricultural implements, leather, paints, varnishes, stationery, groceries, candles, perfumery, jewelry, wax cloth, mineral waters,

beer, india-rubber goods, sponges, earthenware, caustic soda, copper in plates, bars, and pipes, brass wire and sheets, tin in bars and sheets, sheet zinc, bar lead, corrugated iron, shoemakers' lasts, brass and iron bedsteads, wire of all kinds, oils, shellac, glue, and cement.

Germany.—Cotton, woolen, and linen goods; paper, grease, musical instruments, books, glassware, silks, toys, stationery, lamps, sulphuric acid, paints, furniture, bedsteads, clocks, ironmongery, photographic apparatus, sewing machines, electric apparatus, telephones, portable railways, straw hats, carpets, medicines, aniline dyes, soap, artificial flowers, leather belting, caustic soda, cement, and rubber packing.

France.—Silks, perfumery, crystal ware, stationery, ribbons, boards for packing boxes, wines, prepared skins, shoemakers' lasts, straw hats, wall paper, cottons, cognac, canned goods, corks, and candles.

Italy.—Cotton and woolen goods, silks, drills, stationery, canned goods, medicines, wines, ribbons, straw hats, and oil.

Chile.—Wheat, bags, timber, horses, dried fruit, saltpeter, and dairy produce.

Spain.—Cotton goods, shoes, paper, wines, and aniseed.

Belgium.—Portable railway material, chemicals, ironwork, and glass.

China.—Glue, pepper, tea, and cloves.

Cuba.—Cigars and cigarettes.

Shipping at Callao during 1900.

Nationality.	Entered.		Cleared.	
	Number of vessels.	Tons.	Number of vessels.	Tons.
STEAMERS.				
United States	5	3,715	4	2,972
British	181	307,968	183	306,566
German	42	93,872	42	93,871
Italian	13	10,530	13	10,530
Norwegian	2	3,247	2	3,247
Chilean	103	156,567	103	155,391
Total	346	575,919	347	574,577
SAILING VESSELS.				
United States	8	4,448	4	2,003
British	33	38,571	33	40,825
Ecuadorian	1	92		
German	7	7,682	6	6,229
Italian	5	4,696	5	4,695
Norwegian	3	2,661	3	2,661
Peruvian	88	21,314	92	21,885
Chilean	6	3,931	4	2,964
Total	151	83,395	147	81,282
SAILERS UNDER 50 TONS.				
Chilean	7	107	1	37
Colombian	3	135	3	135
Peruvian	879	11,693	868	11,704
Total	889	11,935	872	11,876
SUMMARY.				
Steamers	346	575,919	347	574,577
Sailing vessels	151	83,395	147	81,282
Sailers under 50 tons	889	11,935	872	11,876
Total	1,386	671,249	1,366	667,735

Passengers landed at Callao in 1900..... 21,452
 Passengers departed from Callao in 1900..... 17,967

Vessels of war entered and cleared during 1900.

ENTERED.

Nationality.	Number.	Tons.	Crews.	Guns.
Peruvian.....	13	17,442	1,367	62
British.....	8	43,000	3,134	102
United States.....	3	1,567	111	5
German.....	1	1,700	160	14
Italian.....	1	2,700	255	27
Other nations.....	3	6,340	811	42
Total.....	29	72,749	5,838	252

CLEARED.

Peruvian.....	10	14,986	1,032	48
British.....	8	43,000	3,126	102
French.....	1	4,000	426	14
German.....	2	3,400	317	31
United States.....	3	1,567	110	5
Italian.....	1	2,700	257	27
Other nations.....	3	6,340	810	42
Total.....	28	75,993	6,078	269

Statement of cargoes of steam and sailing vessels entered and cleared at Callao during 1900.

Cargo.	Entered.		Cleared.	
	Number of vessels.	Tons.	Number of vessels.	Tons.
General.....	319	541,598	1,267	608,051
Wheat.....	12	13,249		
Rice.....	2	1,770		
Sealskins and oil.....	2	72		
Salt.....	8	162		
Coal.....	29	23,807		
Lumber.....	20	14,896		
Guayaquil canes.....	3	669		
Petroleum.....	33	42,430	14	11,910
Guano.....	34	1,054	1	760
Explosives.....	5	4,506		
Firewood.....	9	1,168		
Peruvian produce.....	892	19,747		
In ballast.....	47	78,878	112	121,007
Total.....	1,415	743,996	1,394	741,728

Arrivals of American vessels at Peruvian ports.

Port.	Number of vessels.	Tons.	Cargo inward.	Cargo outward.
Callao:				
Sailing.....	10	5,546	Lumber	Ballast.
Steam.....	1	875	Wheat..	Do.
Payta, sailing.....	1	127	Ballast.	Do.
Tumbes.....	1	601	Lumber	Do.
Chiclayo (Eten).....				
Salaverry, sailing.....	2	969	Lumber	Do.
Mollendo, sailing.....	2	751	....do...	Do.
Total.....	17	8,669		

The above is for the fiscal year ended June 30, 1901, and does not include the American cable repair ship *Relay*.

COAL.

While coal of fairly good quality is to be found in abundance in Peru, the cost of transportation to tide water is too great at this time to permit of its competing with foreign coals at the ports of Peru.

The importation of coal at Callao during the years 1899 and 1900 was as follows:

	Tons.
From the United States in 1899.....	5, 292
From the United States in 1900.....	3, 833
Decrease.....	1, 459
From England and colonies in 1899.....	34, 891
From England and colonies in 1900.....	23, 789
Decrease.....	11, 102
From all other places in 1899.....	16, 644
From all other places in 1900.....	4, 311
Decrease.....	12, 333

SUMMARY.

Imported in 1899.....	56, 827
Imported in 1900.....	31, 933
Decrease.....	24, 894

The decrease in importations may be accounted for by the fact that petroleum, which is very plentiful in Peru and is brought to Callao at moderate cost, is superseding coal as a fuel, owing to the high price of the latter. The Central Railway of Peru is now using petroleum very extensively in its locomotives; the same is true of large manufacturing plants and several steamships. Notwithstanding the cheapness of petroleum, in my opinion a good market could be created here for the better grades of American coal, especially the smokeless, for domestic and steamship uses.

LUMBER.

During the year 1900, there were 12,063,829 feet of lumber imported from the United States. Of this amount, 7,504,003 feet was brought here in foreign vessels and 4,559,826 feet in vessels of the United States. Lumber is admitted free of duty into Peru. It is gratifying to note that more than one-third came here under the American flag.

REFINED PETROLEUM.

During the fiscal year ended June 30, 1901, 36,310 cases (each containing two 5-gallon cans) of refined petroleum were imported from the United States; they came in foreign vessels.

WHEAT.

Ordinarily, Peru receives its wheat supply from Chile and Australia, but owing to the failure of the Chilean crop, it was necessary during the past year to procure a large quantity of American wheat to meet the demand. With a good crop in Chile, however, it is ques-

tionable whether American wheat can compete, on account of the great cost of transportation from the United States. Practically two cargoes may be landed from Chile by the same vessel while one is being brought from the United States, and the vessel is operated at considerably less cost in the Chilean trade than in the American trade.

I am indebted to Mr. A. Milne, of the firm of Milne & Co., wheat importers and millers, for the following information regarding importation of wheat from January 1, 1900, to October 25, 1901:

From the United States—

	Tons.
Tacoma.....	13, 431
Portland, Oreg.....	3, 739
San Francisco.....	9, 787
Total, United States.....	26, 957
From Australia.....	16, 171
From Chile (for macaroni).....	416
Total.....	43, 544

With the exception of 1,467 tons brought here in an American vessel, the entire quantity of wheat came here in foreign bottoms.

BALLAST.

In view of the fact that all sailing vessels (with rare exceptions) clear at Callao in ballast, it may be well to state that the ballast furnished here is what is known as "shingle ballast," and if not properly stowed may prove very dangerous.

The cost of ballast varies greatly, but during the past year has had an upward tendency, and the price at this date is \$1.25 gold per ton in vessel.

HANDLING CARGOES AT CALLAO.

Cargoes are discharged at the wharf by means of traveling steam cranes. The charge is subject to individual contract, the prevailing prices being

	Cents.
Wheat.....gold per ton..	12½
Coal.....do.....	25
Lumber.....gold per 1,000 feet..	30 to 35

ARTICLES MANUFACTURED IN PERU.

The principal articles manufactured in this country are cloth, cassimere, gray domestics, osnaburg, beer, matches, woolen blankets, boots and shoes, hats, candles, cigars, cigarettes, wines, articles of clothing for men and women, soap, and brooms.

NEW CUSTOMS DUTIES.

On May 1, 1901, a new tariff went into effect, making a general 25 per cent increase in the duties. Machinery, agricultural implements, and tools remain free.

There has been considerable controversy as to the result of this increase. The point was made that the Government revenues depended

upon the receipts of the custom-house, and that the increase would tend to stimulate manufacturing in Peru, and thus reduce importations. Also, owing to the scarcity of labor, men were more needed to develop the vast agricultural and mining regions than in manufacturing. It is yet too soon to judge the effect of this tariff.

DECLARED EXPORTS TO UNITED STATES.

During the fiscal year ended June 30, 1900, the declared exports to the United States amounted to \$2,512,582.63, while during the fiscal year ended June 30, 1901, they amounted to \$4,393,907.30, an increase of \$1,881,324.67 in favor of the year 1901. This heavy gain in exports to the United States is due to the fact that a large portion of the sugar trade has been diverted from England. The bulk of that product is now shipped to the United States, where higher prices obtain.

MINING.

The productive power of this country lies in its vast mining and agricultural territory, and I am pleased to note great progress in its development. I am informed that American capitalists are now considering the building of a railway from the eastern terminus of the Central Railway of Peru, at Oroya, to the Cerro de Pasco mines, a distance of 80 miles, with the object of erecting large smelting works and monopolizing the great copper industry in that section. This railway will also benefit an English syndicate, which has just been formed to develop the old Spanish gold mines of La Quinua, situated a short distance from Cerro de Pasco. A branch line of railway is now being constructed to the Morococha mining district. This line starts from an altitude of 15,600 feet and rises to nearly 16,000 feet, and then descends to 15,000 feet, where a number of mines are being opened up. The region promises to become a large producer of copper and silver. During the year 1900, there were 17,454 tons of ore shipped from the Cerro de Pasco district, and the total movement of ores and mattes over the Central Railway of Peru in 1900 was 34,002 tons.

GENERAL REMARKS.

The commercial activity which began a few years ago continues with renewed energy. The political condition of Peru is good, and the prospect is that the peace of the country will remain undisturbed.

There have been erected at Tamboraque, on the line of the Central Railway of Peru, works for the production of carbide of calcium, the capacity being 1 ton per day. Acetylene gas is fast becoming popular in Peru, and this promises soon to be an important industry.

There have been no changes in port regulations or in wharfage dues. Passports are not necessary.

Traveling salesmen are not required to procure licenses.

There have been no changes in patent, copyright, or trade-mark laws.

It is not required that goods be marked to show the country of origin.

As a means of increasing importations from the United States, I would suggest traveling salesmen with abundant samples. Catalogues and circulars are of very little use.

RAILWAYS OF PERU.

I am indebted to Mr. John J. Impett, superintendent of the Central Railway, for the following information concerning the railways of Peru.

CENTRAL RAILWAY OF PERU.

Length	miles..	160
Locomotives		35
Coaches		60
Freight cars		275

It is a pleasure to state that this railway in the past year has imported 60 steel mineral cars and 100 car trucks from the United States.

ENGLISH RAILWAY.

This is a suburban railway connecting Lima and Callao and Chorillos, a seaside resort.

Length	miles..	22
Locomotives		30
Coaches		59
Freight cars		276

This company has recently adopted the Westinghouse air brake, having in use, I understand, about 30 equipments. It has also imported from the United States a considerable quantity of brake beams.

SOUTHERN RAILWAY.

Length	miles..	448
Locomotives		45
Coaches		42
Freight cars		299

This railway commences at Mollendo and runs through Arequipa to Puno on Lake Titicaca and into Bolivian territory, with a branch line in the direction of Cuzco.

PAITA AND PIURA RAILWAY.

This extends between the two terminals named; it is a cotton carrying road.

Length	miles..	60
Locomotives		6
Coaches		6
Freight cars		31

TRUJILLO RAILWAY.

This commences at the port of Salaverry, and runs to Trujillo, and then to the Valley de Chicama, a large sugar producing district.

Length	miles..	63
Locomotives		9
Coaches		15
Freight cars		104

PASCASMAYO RAILWAY.

This runs from Pascasmayo to Guadalupe, with branch line.

Length	miles..	56
Locomotives		6
Coaches		9
Freight cars		52

PISCO RAILWAY.

This is an agricultural railway.

Length	miles.. 46
Locomotives	6

CHIMBOTE RAILWAY.

The length of this road is 33 miles; it lies in a sugar district.

BANKS OF PERU.

The banks in Peru are: Bank of Peru and London, Italian Bank, International Bank of Peru, Popular Bank of Peru, Savings Bank.

Balance of all the banks in Peru December 31, 1900.

	United States gold.	
	Dr.	Cr.
Cash at head offices and branches and at bankers in Europe.....		\$2,890,323
Advances to customers, bills discounted, and securities.....		9,166,599
Bank premises, furniture and sundries.....		237,666
Paid-in capital and reserve.....	\$2,731,914	
Due by banks on accounts, current deposits, etc.....	9,800,823	
Profit and loss.....	251,851	
Total.....	12,284,588	12,284,588

SANITARY CONDITION OF CALLAO.

Broadly speaking, Callao is a healthful place in which to live, although the climate is debilitating to foreigners. There are no sewers at present, but I am informed that the municipality is considering plans of some of the most improved systems.

The principal disease is tuberculosis. It is prevalent in Lima and Callao, and appears to be increasing. A recent publication of the Peruvian Government gives the rate of mortality caused by tuberculosis in Lima and Callao, as compared with that of some of the great cities of the world, as follows:

Cities.	Proportion per 100 deaths.	Cities.	Proportion per 100 deaths.
Lima.....	27.24	Berlin.....	12.04
Callao.....	22.05	Guayaquil.....	9.04
Vienna.....	20	London.....	9
Paris.....	19	Chicago.....	8.09
Santiago de Chile.....	17.04	Buenos Ayres.....	7.06
Hamburg.....	17.06	Cairo.....	6.06
New York.....	14.08	Alexandria.....	5.04

The establishment of quarantine stations on the coast of Peru should be given attention. There is not a lazaretto even at Callao, the largest port of the Republic, where a vessel under quarantine may land her passengers and cargo. The frequent outbreaks of yellow fever north of Callao, and the large and increasing traffic show the necessity of caring for quarantined vessels.

STEAMSHIP LINES.

There are at present three lines of passenger and freight steamers operating regularly between Callao and San Francisco, touching at the principal intermediate ports, namely: Pacific Steam Navigation Company (English); South American Steamship Company (Chilean); and the Kosmos Line (German). During the six months ended June 30, 1901, 21 steamships, belonging to the lines named, cleared at Callao for San Francisco. One of the Kosmos Line steamers recently proceeded as far north as Vancouver, British Columbia, and I understand it is the ultimate intention of all of the lines named to extend their routes to that port. I am informed by the managers of these lines that the business secured on the initial trips was beyond their expectations, and that the traffic is being augmented each succeeding journey.

TELEGRAPH LINES.

The telegraph lines in operation in Peru at this date are:

	Miles.
Private companies, subsidized by the Government.....	1,648
Lines of the Peruvian corporation	534
Government lines	16
Total	2,198

CABLE LINES.

There are two cable companies entering Peru—one the Central and South American Company (American), and the West Coast Company (British). The cable lines of these companies extend along and touch at the principal ports of the west coast of South and Central America, and have connections with all parts of the world.

THE INTERIOR OF PERU.

It would require unlimited space to describe the vast resources of the interior of Peru, as yet practically undeveloped. Some idea of their importance may be had when it is stated that the area of the interior is equivalent to the united areas of Germany, France, and Italy; and in that great territory is to be found an almost inexhaustible supply of some of the most valuable articles of commerce, such as rubber, vanilla, valuable woods, coffee, coca, medicinal herbs, etc.

The narrow strip between the Pacific Ocean and the mountains may be said to comprise all that is known of Peru. The territory lying west of the mountains has not even been explored. It is inhabited by an ideal race of Indians, who are industrious and peaceable. A great network of navigable rivers renders transportation eastward available at moderate cost. A company with stations at various points on these rivers could trade with the Indians, and forward the rich cargoes thus obtained by launches (towed by small steamers or floated down the river) to Iquitos, Peru, at which point they could be transferred to ocean steamers for any market in the world. Owing to the great expense of transportation over the mountains to the Pacific Ocean, it is now necessary for the riches of the interior to be transported eastward to the Atlantic. The possibilities of Peru can not be overestimated. I am sure the Government would render every aid in its power

to a company organized to develop them, and that this company would soon become one of the largest and most important trading enterprises the world has ever known.

To increase the trade between the United States and Peru the most important requirements are:

An up-to-date fast steamship line, flying the American flag, between the west coast of the United States and the west coast of South America.

An American bank to develop the agricultural districts and to facilitate payments. It is now necessary to make payments for goods purchased from the United States through London bankers.

Long credits, and a willingness to furnish exactly what is wanted, instead of endeavoring to create a demand for new styles.

I am pleased to state that the matter of packing for foreign shipment in the United States has been given serious attention by some exporters, at least, since my last report.

W. B. DICKEY, *Consul.*

CALLAO, *October 28, 1901.*

URUGUAY.

Not for many years has the general business of the Republic of Uruguay been so depressed as during that about closing. Contributing causes to this unfortunate condition are found in the practical failure of the wheat crop last year, so far as any exportable balance was concerned; the stagnated condition of the wool market, and third, and perhaps the most important, the condition of political uncertainty, destroying business confidence and paralyzing enterprise. The present Government has been one of the safest known to the history of the Republic, but its very conservatism has been criticised. The general election for the house of deputies comes on in November, but an "accord" or agreement has practically been reached between the dominant "blanco" (white) and the "colorado" (red) parties, which will have for its result the continuance of the general policy of the present administration, the principal aim of which has been to keep expenses within the income, and to carry on in as liberal a way as possible internal improvements in the way of roads, new schools, etc., long delayed and badly needed.

PORT WORKS.

Chief among the improvements inaugurated by the present Government has been the contract for the new port works, the corner stone of which was laid on July 18, 1901, with impressive ceremonies. The French syndicate which has the contract has been industriously gathering the requisite material, that from Europe naturally coming from French markets; stone quarries have been secured, preliminary work is being rushed, and the most modern appliances known to European engineers are being used. The ultimate cost of the work will aggregate over ten millions of dollars, and one-tenth of that sum has already been provided by taxes collected in extra customs on imports and exports. The construction of this port is necessary to the pros-

perity of the Republic, since Montevideo is the general export and import center of the country, and the handling of commodities is slow, expensive, and not without danger, as it must be done in an open roadstead, subject to sudden storms and heavy gales. The port work is not considered at all difficult, and its completion is looked upon as the means of rehabilitating the commerce of the port, now somewhat overshadowed by its rival, Buenos Ayres, which, years ago, constructed port conveniences of a first class character, and capable of wide extension at a comparatively low cost, all greatly at the expense of Montevideo.

TRADE.

Summarizing the business of the Republic for the year closed June 30, 1901, I find that the imports amounted to \$23,745,654 gold, as against \$23,978,206 for 1901, and \$25,652,788 for 1899. These are customs valuations, and are therefore in excess of invoice or real value by 30 per cent.

The exports for the same periods are given officially as follows:

1898-1899.....	\$36, 574, 164
1899-1900.....	29, 388, 187
1900-1901.....	29, 462, 798

The decline of exports, as against 1898-1899, gives an adequate idea of the loss of crops. There is no way of making up the deficit, as the business of the Republic rests on the products of field and pasture.

It is gratifying to note an enlarged variety of American manufactures appearing in the markets here. Naturally, the quantities are not yet of importance, as competition is very sharp. The old and established lines from other countries are hard to displace. Communication from the competing countries is rapid, cheap, and first class, while from our own markets transportation facilities are unsatisfactory. I am optimistic as to the future of our trade with this country, as well as with those contiguous to it, for they must be considered as a whole. The very fact that our manufactures can and do compete in the home markets of countries now competing with the United States in South America is to me proof conclusive that when the American manufacturers deem it worth while, they will take the South American trade with goods that in quality and economy will permanently conquer the market, which may have been opened and partially educated by others. Prominent importers of foreign goods in the River Plate recognize this as a coming fact, and are making their arrangements to gain control of American goods.

PARCELS POST.

Observation of the practical operation of the parcels post from Europe to this Republic gives convincing proof of its profits. It has shown a decided augmentation of individual orders, and European trade centers have not been slow to tender every facility in quick transport, correct packing, and care in filling orders. The trade has already a great monetary value, with every prospect of steady increase. The announcement is made that the service will be established with the United States, and if it works as well as it has with Europe, it will mean a very considerable increase in trade. The money-order system should also be adopted.

RIVER TRANSPORTATION.

The entire transport system of the River Plate, both for freight and passengers, to the extent of 90 per cent, is now monopolized by the Mihanovich Company, and with it has come an increase of rates. This company covers the River Plate, the Paraná, Upper Paraná, the Uruguay, and Paraguay rivers as far up as Corumbá in Brazil, or about 2,000 miles of river navigation. The service may be said to be good, and the prices exacted warrant it. The increased freights up river affect only kerosene oil and lumber among articles of American produce.

TELEGRAPHS AND TELEPHONES.

The telegraph system has been very considerably extended during the past year, giving an excellent interior service, and at the same time good connections with the northern sections of Argentina, Paraguay, and Brazil. The rate is now 30 cents gold for 10 words, exclusive of address, to Asuncion, Paraguay—1,000 miles. The telephone service has also undergone extension.

COMMERCIAL TRAVELERS.

Commercial travelers will now have to pay an annual tax of \$100 (Uruguayan gold) and submit to certain regulations. Samples are listed and admitted free of duty, and the list must be afterwards checked up and duty paid on all substantial lackings. Care is taken that one license can not be used by others, as has been done in the past.

RAILWAYS.

The railway system of the Republic has undergone some much needed expansion. The Central Uruguay Railway has opened its new line from San Jose to Colonia, a distance of ninety odd miles, crossing the finest agricultural and pastoral lands of the country, settled almost wholly from Switzerland and the Italian Tyrol. It is the only successful dairy section of the country, and the railway puts it in close touch with the port of Colonia, whence there is quick communication with Buenos Ayres and an unlimited market for the special product of the colony. Branching off at the station of Mal Abrigo, 22 miles from San Jose, is the new line to Mercedes, distant 106 miles, which will be open for traffic on December 10, 1901. This line covers a very fine pastoral country, high table-land, the range of great herds of fine cattle and sheep. Another branch of 12 miles has been put into working order from Rosario Oriental to Sauce Port, which is a port of entry in the Rio de la Plata, and at the same time a narrow gauge line has been built connecting it with some stone quarries. The stone is largely used in heavy construction in Buenos Ayres. These enterprises are all under the control of English capital and management, and the work done is of the most substantial character, being for future traffic rather than for present needs. Efforts are being made to bring about the extension of the Central line from Nico Perez to the capitals of the departments of Treinta y Tres and Cerro Largo, but the topography of the country presents so many difficulties that for the present the work will not be undertaken, notwithstanding certain subventions from

the Government. These departments touch the Brazilian frontier on the east, and are rich pastoral sections. It is not amiss here to note the general excellence of the passenger equipment and rolling stock of the Uruguay railways. The locomotives are generally of the English type, with some American models. Nearly all new work is now done at the extensive shops at Peñarol, 6 miles from Montevideo, where first-class facilities are provided.

ALBERT W. SWALM, *Consul*.

MONTVIDEO, *October 20, 1901.*

COMMERCE OF URUGUAY IN 1900.

This office has been furnished with the official tabulations of the commerce of Uruguay for 1900, from which these condensations are made. It should be borne in mind that the values are put upon the imports by the customs, and that they are above their real invoice value at point of production, perhaps to the extent of 25 per cent. The following is the official statement for the year 1900:

IMPORTATIONS.

	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total.
Drinks in general	\$622,995	\$857,047	\$423,870	\$459,655	\$2,363,567
Comestibles, cereals, and spices	1,254,205	1,430,948	1,153,267	1,114,257	4,952,677
Tobacco and cigars	57,541	49,156	51,060	52,604	210,421
Soft goods and materials	1,446,286	965,405	1,198,966	691,117	4,301,768
Ready-made clothing	401,126	277,439	238,572	189,586	1,106,723
Raw material and machinery	1,630,002	1,871,913	1,831,246	1,926,019	7,259,180
Various	650,977	684,625	744,782	692,912	2,773,296
Live stock	147,785	698,824	270,957	197,393	1,009,959
Total	6,210,926	6,530,357	5,912,720	5,323,603	23,977,606

EXPORTATIONS

	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total.
Live stock	\$207,507	\$252,125	\$17,050	\$57,534	\$534,216
Slaughterhouse products	8,513,707	6,977,015	5,505,210	5,609,730	26,605,662
Agricultural products	505,936	975,963	86,957	100,647	1,669,523
Other products	85,686	111,180	118,132	122,537	437,535
Various articles	3,492	8,924	4,178	4,726	21,310
Provisions for vessels	32,989	83,094	30,062	23,796	119,941
Total	9,349,317	8,358,321	5,761,589	5,918,960	29,388,187

A comparison with the trade of 1899 shows a very considerable decrease in both exports and imports, as follows:

Year.	Exports.	Imports.	Total.
1899	\$36,574,164	\$25,551,788	\$62,125,952
1900	29,388,187	23,977,606	53,365,793
Decrease	7,185,977	1,574,182	8,760,159

It will be a matter of interest to the manufacturer and exporter to note wherein these decreases are found.

Decreases in imports and exports, 1900.

IMPORTATIONS.

Classification.	1899.	1900.	Increase or decrease.
Drinks in general	\$2,349,402	\$2,368,567	+\$14,165
Comestibles, spices, etc.	4,786,457	4,952,677	+166,220
Tobacco and cigars	224,484	210,421	-14,013
Soft goods and materials	5,042,176	4,801,783	-240,393
Ready-made clothing	1,808,547	1,106,723	-201,824
Raw material and machinery	6,875,652	7,259,180	+383,528
Various classes	2,754,110	2,738,296	+19,186
Live stock	2,211,010	1,201,051	-1,201,051
Total	25,551,788	23,977,606	.....

EXPORTATIONS.

Live stock	\$260,006	\$584,216	+\$324,210
Slaughterhouse products	33,589,134	26,605,662	-6,983,472
Agricultural products	2,354,919	1,669,523	-685,396
Various products	5,187	21,310	+16,123
Provisions for vessels	100,196	119,941	+19,745
Total	36,574,164	29,388,187	.....

Net total decrease, both classifications, \$8,760,159.

As the largest decrease is in the exports, there has been stagnant trade in nearly all lines, and the poor wheat crop and the low prices for the wool clip of 1900-1901 will not aid this condition.

The exportations are all taxed (except wheat, flour, corn, and linseed), and this tax produced direct in 1900 the sum of \$1,118,797. The tax was as follows:

Wool in general, per 100 kilos (220.46 lbs.)	\$1.480
Sheepskins, per 100 kilos .....	.950
Hair, per 100 kilos	2.160
Grease, tallow, and animal oils, per 100 kilos .....	.615
Hoofs, per 100 kilos .....	.290
Ashes and bones, per 1,000 kilos .....	.690
Salted ox hides, each .....	.310
Dried ox hides, each .....	.150
Salted horse hides, each .....	.140
Dried horse hides, each .....	.071
Dried calf and nonato skins, per 100 kilos	1.300
Horns, per 1,000	3.300
Jerked beef, per 100 kilos .....	.505

In addition to the above, there is the 1 per cent additional duty for port works.

ADDITIONAL STATISTICS OF URUGUAYAN COMMERCE.

The import trade of Uruguay, by countries, in 1900 was—

Country.	Amount.	Per cent.
Great Britain	\$6,336,602	26.43
France	1,981,685	8.27
Brazil	1,269,242	5.29
Spain	1,824,071	5.61
Italy	2,712,031	9.10
United States	2,182,945	9.23
Germany	3,499,919	14.60
Belgium	1,558,399	6.50
Argentina	2,700,468	11.26

Countries contributing 1 per cent or less are Cuba, Chile, Holland, Paraguay, Portugal, and Mauritius. The increase in United States commerce has been—

	Per cent.		Per cent.
1896	6.96	1899	8.56
1897	(¹)	1900	9.10
1898	7.80		

The exports for the year 1900 made up the considerable amount of \$29,410,862, Uruguayan gold. The countries taking the same were—

	Per cent.		Per cent.
Great Britain	6.73	Argentina	9.61
France	16.29	Spain	2.50
Brazil	25.83	Italy	1.50
Belgium	17.73	Chile	1.50
United States	5.68	Cuba .....	.50
Germany	9.44		

Under free wool and hides, the United States took as much as 10 per cent of the Uruguayan exports. Germany now holds second place in the list of importing countries and has built up a most valuable trade in manufactured goods. The three items of lumber, kerosene oil, and agricultural implements make up two-thirds of the value of our imports here; but the last two years show a greater diversification, notwithstanding the unfavorable conditions under which American trade labors. It will never reach its proper development until we adopt the methods of our European rivals in these markets.

ALBERT W. SWALM, *Consul*.

MONTEVIDEO, *February 7, 1902.*

ECONOMIC CONDITIONS IN URUGUAY IN 1901.

Consul Swalm sends from Montevideo, January 13, 1902, a retrospect of affairs in the Republic of Uruguay, printed in the Montevideo Times of December 31, 1901, and January 1, 1902, which reads in part:

The year has been neither a fat one nor a lean one. It is not signaled by special prosperity nor by great disaster; and perhaps the best we can say for it is that the Republic has just been marking time and preparing for what there is great reason to hope will be a year of prosperity and progress in 1902.

Two causes have mainly contributed to the dullness of the past year. The first of these was a poor produce season. The wheat harvest was a failure, barely sufficing for home necessities, and leaving practically no margin for export. The wool clip went off better than in 1900, but at minimum prices; and other products gave a result below rather than above the average, so that on the whole, farmers and estancieros had little chance of recovery from the depression of 1900, and there was a corresponding restriction in commerce of consumption. This factor, however, we only regard as secondary. The produce season, if not brilliant, was certainly a long way from being an entire failure—the year was not a “lean” one—and the country is so fertile and so rich in resources that there is always a large balance of trade in its favor. The exports for the first nine months of the year (the figures for the fourth quarter not being ready yet) were \$21,617,418, against imports, \$18,179,065, leaving a surplus of \$3,438,453 on the nine months alone. This is perhaps rather less than usual, but the margin should be sufficient. The more important and permanent factor in the restriction of consumption and of commerce is to be found, as we are constantly having occasion to say, in the oppressive and obstructive fiscal system of excessive and ill-adjusted duties and taxes, and the unrelaxing tendency to excessive “officialism” in every department of economical activity. The other, and in our

¹ Revolution.

opinion the more influential, factor in the dullness of the year has been of a political character.

The quarantines, which were a strong adverse factor throughout 1900, have been less obtrusive in the past year.

With regard to public works, the year must be marked as a decidedly progressive one. First and foremost, the works for the construction of the new port of Montevideo, aptly described as a "national aspiration," were formally inaugurated on the national anniversary of July 18, amid great official and public rejoicing. Active work on the same is commencing by degrees.

Another important and progressive public work has been the completion, under the auspices of the Central Uruguay Railway Company, of the Western Railway's system, after an interval of some twelve or thirteen years since the inception of the scheme. The final branch of the system, terminating in the bright and progressive little town of Mercedes, was inaugurated just a fortnight ago, a large official party making the first through trip and being received with great local rejoicings. This railway system opens out the southwestern zone of the Republic, which is of remarkable agricultural fertility and richness, giving it direct communication on the one hand with Montevideo, through connection with the Central Uruguay Railway system, and on the other hand with Colonia and Sauce, where excellent port accommodation is now provided for the embarkation of produce and live stock. It also provides, through Colonia, a shorter route between Montevideo and Buenos Ayres, but this is not yet in working order. No more important addition to the railway system of the Republic has been made for many years past, and the value of it is already being felt in the produce season now commenced.

In addition to the above, steady but unostentatious progress has been made under Government auspices in minor works of transit in the interior, such as the dredging and canalization of the rivers and streams, building of bridges, extension and improvement of high roads, and so forth. The present Government has, without fuss, been doing some excellent work in this respect, the benefit of which will soon be felt in the interior.

The close of the year has brought the final sanction of a long-pending arbitration treaty between this Republic and Argentina, which provides for the reference to arbitration of all questions, without reserve, arising between the two countries. A similar treaty has, we understand, been made between Argentina and Paraguay.

Though commerce and business generally have been dull and depressed during the year, there have been very few failures of importance, in marked contrast to what has happened in Buenos Ayres. This, we think, may be placed to the credit of the country, as showing that, although business may be quiet, it is sound at bottom and conducted on careful and conservative principles. In fact, the speculative and risky elements have been more or less weeded out in recent years, and what remains now is sound and well established.

A marked feature of the year has been the occurrence of an unusual number of strikes, extending to nearly all branches of labor and industry. Many of these were merely for shorter hours and Sunday rest, and the demands were so obviously just and reasonable, and so strongly supported by public sympathy, that they met with little opposition. When questions of wages were involved, they became more complicated and troublesome. Professional agitation may have had a great deal to do with these strikes, but at the same time it has to be recognized that the fiscal system is also responsible, raising the prices of necessities, on the one hand, and diminishing the opportunities of labor and the rate of wages on the other. Owing to this fiscal oppression, what was a comfortable wage a few years ago is no longer so now, and it is the readjustment that is at the base of the trouble. This affords another strong reason for reforming the fiscal system, for the penurious situation of the working classes, and the high rate of living, caused by injudicious taxation, act as a fatal check to the flow of immigration which the Republic greatly needs to develop her resources.

The produce season promises to be one of the finest the Republic has ever known. The wheat harvest, which last year was a failure, is described as magnificent in both quality and quantity, and there will be a large surplus for export. Live stock, wool, and maize are also most promising. The new year thus opens with every promise of exceptional activity and prosperity in producing and exporting circles, and this can not fail to have a corresponding effect on business in general. Thus, the immediate outlook is unusually hopeful—an excellent produce season, no serious political agitation in prospect, and no cloud of importance on the horizon.

PAYSANDU.

I give below statement of imports and exports of this port for the last six months of 1900 and the first six months of 1901.

The figures were taken from Messrs. Hufnagel, Plottier & Co.'s import and export list, and the values are based on the invoices.

Imports from the United States into Paysandu, July 1 to December 31, 1900.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Pitch pine:		
Lumber.....feet..	418,000	\$5,234
Dressed lumber.....do....	49,610	769
White-pine lumber.....do....	197,000	5,457
Spruce:		
Lumber.....do....	509,200	8,642
Packing-box shooks.....boxes..	37,100	7,486
Hard lumber.....feet..	51,000	2,547
Fencing wire:		
Galvanized.....kilos*..	164,500	6,488
Barbed galvanized.....do....	14,000	785
Kerosene oil.....cases..	2,500	5,300
Spirits of turpentine.....do....	100	500
Calcined plaster.....barrels..	100	238
Road carts.....number..	10	360
Single harness.....do....	10	140
Cart shafts.....pairs..	12	65
Sisal cordage.....pounds..	13,590	959
Fiber-ware pails.....dozens..	3	13
Varnished cane-seat chairs.....do....	15	83
Engine oil.....cases..	30	72
Corn shellers.....number..	25	74
Cattle scales.....do....	1	68
Candle machine.....do....	1	140
Steel plows.....do....	45	600
Wire nails.....kegs..	155	361
Roein.....do....	229,810	2,439
Total.....		48,806

* Of 2.2 pounds.

Exports from Paysandu to the United States from July 1 to December 31, 1900.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Bones.....tons..	450	\$63

Imports from Belgium into Paysandu, July 1 to December 31, 1900.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Hoop iron.....kilos..	145,364	\$6,545.00
Portland cement.....do....	62,500	615.00
Steel joists.....do....	28,696	990.00
Smithy iron.....do....	62,691	19,642.00
Varnished steel fencing wire.....do....	73,500	3,065.00
Total.....		30,657.00

Exports from Paysandu to Belgium, July 1 to December 31, 1900.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Horse hair (23 bales).....kilos.....	9,100	\$5,376.00
Cow hair (12 bales).....do.....	5,467	2,964.00
Sheepskins (4 bales).....do.....	1,824	489.54
Blue stock (19 bales).....do.....	9,528	470.46
Dry ox and cow hides (670 hides).....do.....	6,689	2,139.00
Ox and cow horns (43,000 horns).....do.....	9,700	1,730.00
Total.....		13,169.00

Imports from the United Kingdom into Paysandu, July 1 to December 31, 1900.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Caustic soda (100 drums).....pounds.....	65,000	\$1,898.00
Galvanized corrugated sheet iron.....do.....	275,813	7,325.00
Galvanized iron ridging (of 6 feet each).....number.....	500	118.00
Portland cement.....pounds.....	82,500	387.00
Soda ash (100 casks).....do.....	56,136	702.00
Total.....		9,830.00

There were no exports from Paysandu to the United Kingdom during the period from July 1 to December 31, 1900.

Imports from the United States into Paysandu, January 1 to June 30, 1901.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Ash oars.....feet.....	428	\$57.34
Candle machines.....number.....	1	150.00
Candle wax.....pounds.....	2,204	159.79
Calclined plaster.....barrels.....	50	80.00
Dressed pitch pine lumber.....feet.....	50,215	602.58
Kerosene oil.....cases.....	3,000	3,245.00
Leather belting.....feet.....	180	88.00
Plowshares.....number.....	1,125	157.29
Rosin.....pounds.....	696,812	4,920.00
Sisal cordage.....do.....	5,252	447.00
Turpentine.....cases.....	50	232.00
Pitch pine lumber.....feet.....	416,327	5,412.00
White pine lumber.....do.....	50,610	602.00
Axes.....dozen.....	25	138.00
Total.....		16,291.00

Exports from Paysandu to the United States, January 1 to June 30, 1901.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Bones.....tons.....	1,119	\$13,747.00

Imports from Belgium into Paysandu, January 1 to June 30, 1901.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Galvanized steel fencing wire.....kilos.....	8,750	\$394.00
Portland cement.....do.....	148,625	1,147.00
Smithy iron.....do.....	128,102	3,932.00
Steel joists.....do.....	69,856	1,497.00
Varnished steel fencing wire.....do.....	809,470	7,368.00
Total.....		14,928.00

Exports from Paysandu to Belgium, January 1 to June 30, 1901.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Dry ox and cow hides .....kilos..	2,382	\$746.00
Horns, ox and cow .....number..	12,125	880.00
Nutria skins .....kilos..	508	701.00
Cow hair .....do..	272	129.00
Sheepskins .....do..	577	28.00
Wool .....do..	28,760	72,767.00
Total.....		74,751.00

* 1 kilo = 2.2046 pounds.

Imports from the United Kingdom into Paysandu January 1 to June 30, 1901.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Caustic soda .....kilos..	29,461	\$1,460.00
Galvanized corrugated sheet iron .....do..	126,120	6,371.00
Minium .....do..	1,800	165.00
Portland cement .....do..	125,000	960.00
Varnish .....do..	190	142.00
Paints ground in oil .....do..	5,000	615.00
Whiting .....do..	22,830	139.00
Total.....		9,852.00

* 1 kilo = 2.2046 pounds.

Imports from France into Paysandu January 1 to June 30, 1901.

Nature of merchandise.	Quantities.	Invoice value (United States gold).
Flooring bricks .....number..	246,000	\$2,374.00
Roofing bricks .....do..	30,000	157.00
Roofing tiles .....do..	25,000	348.00
Roman cement .....kilos..	85,500	510.00
Total.....		3,889.00

JOHN G. HUFNAGEL, *Commercial Agent.*PAYSANDU, *October 5, 1901.*

VENEZUELA.

MARACAIBO.

COFFEE.

Coffee, the main staple, has been shipped in a larger quantity than in the year before, but unfortunately the low prices had a very disastrous influence, as well as the revolution and the trouble with Colombia, which prevented large quantities of coffee and other produce from being shipped by the river and lake steamers from the district of Cucuta in Colombia, as well as from the Tachira district in Venezuela to this port. Nevertheless, there is an increase of the quantity over former years.

Shipments during the calendar year ended December 31, 1901, have

been 53,312,611 pounds at a valuation of \$4,355,102.84, gold, while the year before 42,998,325 pounds were shipped, of a value of \$4,096,564.80.

It is to be hoped that the future will bring more healthy conditions of trade, as coffee planters can now hardly cover expenses.

HIDES.

The export of hides is still increasing; from 756,464 pounds at an invoice value of \$139,977.59, gold, in 1900, to 950,761 pounds valued at \$157,887.26 in 1901.

The reason for this increase is found in the war between Venezuela and Colombia. In the Tachira district, large bodies of troops have been massed for months, and they consume many head of cattle; but most of the hides come from the district of Sinamarca, below Maracaibo and the frontier of the Goajira territory, where several thousand soldiers are also kept.

The order issued in September last in regard to sanitary inspection and health certificates for hides to be introduced into the United States has had the effect of improving the condition of these articles.

Smallpox exists in the country, and many of the hides were naturally handled by people infected with the disease. The danger is averted by observance of the order.

SKINS.

Goatskins to the amount of 300,299 pounds at an invoice value of \$73,006.25 have been shipped, against 267,262 pounds at a valuation of \$66,987.80 last year.

Six thousand and eighty-three pounds of sheep skins at a value of \$734.38 were forwarded.

Calfskins weighing 750 pounds, valued at \$128.60, were invoiced.

The last two articles have not figured in the exports in former years, nor have cattle hoofs, of which 5,234 pounds, of a value of \$208.50, were this season forwarded.

WOOL.

This was shipped to the amount of 10,828 pounds, valued at \$449.58.

WOOD.

One million six hundred and twenty-three thousand three hundred and seventy-three pounds of boxwood, valued at \$9,274.98; cedar wood (in large logs, weight unknown), valued at \$3,865.74, and ebony wood weighing 111,840 pounds, valued at \$809.64, were the principal shipments in this line. There were also smaller invoices of vera, lignum vitae, carreto, and chichiriviche woods.

REMARKS.

This consular district has suffered greatly during the last year from political troubles.

Horses and mules have been taken for army use, so that communication and transportation have been seriously interrupted. The steam-

ers plying on the lake and the rivers were taken into Government service.

Had it not been for the war, this would have been a prosperous year, as it has rained in greater abundance than during the last twenty-five years.

The asphalt mine "Inciarte," near the river Limon below Maracaibo, the property of the Uvalde Asphalt Company in New York, would have been finished had it not been for the heavy rains. The recruiting of laborers was also a drawback. As the dry season is now setting in, there is no doubt that in a short time the railroad will be concluded and the asphalt brought into the market.

E. H. PLUMACHER, *Consul*.

MARACAIBO, *December 31, 1901.*

PUERTO CABELLO.

Under date of August 1, 1901, Consul Ellsworth, of Puerto Cabello, reports that the value of the import trade for the year ended June 30, 1901, was figured at \$2,370,450. The export trade for the same period amounted to \$3,337,223. The total trade was distributed according to countries of origin as follows:

Country.	Imports.	Exports.
England	\$845,802	\$10,714
United States	504,666	739,692
Germany	489,607	125,296
Netherlands	187,023	140,303
France	141,646	831,479
Spain	135,553	241,550
Italy	66,153	11,338
Cuba (cattle and horses)		1,196,792
Total	2,370,450	3,337,223

The imports from the United States were:

Article.	Amount.	Article.	Amount.
	<i>Pounds.</i>		<i>Pounds.</i>
Apples	16,724	Machinery	66,843
Beer	24,545	Oatmeal	70,130
Butter	175,049	Kerosene	2,695,204
Canned goods	20,267	Paint	12,324
Creoline	21,437	Potatoes	56,449
Crackers	67,964	Rice	259,235
Cornstarch	83,785	Rope	217,834
Candles	28,962	Rosin	547,067
Dry goods	746,070	Railway supplies	37,123
Drugs and medicines	247,960	Spices	48,741
Electric-light materials	12,113	Tobacco	50,982
Flour	3,535,413	Twine	117,878
Fish, dried	32,573	Timber, pine	135,787
Hardware	204,133	Wire, barbed	190,625
Hams	75,286		
Lard	441,064	Total	*10,438,428

* Valued at \$504,666.

The exports to the United States were:

Articles.	Amount.	Articles.	Amount.
	<i>Pounds.</i>		<i>Pounds.</i>
Coffee	5,991,026	Skins: Deer	57,601
Cocoa	46,215	Goat	823,702
Ginger	1,179,763	Tonka beans	864
Hides, ox		Total	*7,599,256

* Valued at \$769,692.

Mr. Ellsworth says:

England leads in the sales of dry goods, hardware, and railway supplies, securing this trade through the efforts of commercial travelers. There are no English or American business houses in this district.

The industries of Puerto Cabello are: The manufacture of hats (straw and palm), leather of all kinds, shoes, soap, oil of cocoanut, candles (tallow and stearin), beer, rum, ice, patent medicines, cigars and cigarettes; an excellent grade of tobacco, grown in Venezuela, is used.

All these industries are protected by a high tariff. Mines of gold, copper, and coal have been discovered near Puerto Cabello, but only the copper mine has been worked. A fine quality of marble, said to be superior to the Italian, is quarried just east of Puerto Cabello and used for the local manufacture of monuments, table tops, slabs, mantals, etc.

An electric-light company, established ten years ago, supplies the city with light. The manager is an American.

The port is connected with interior towns by two railway systems. The Puerto Cabello and Valencia Railway (British corporation) has tracks through the city to the wharves and connects the port with Valencia, a city of over 40,000 population. There, the Caracas and Valencia Railway (German corporation), makes connection with Caracas. The Bolivar Railway Company (British) connects with Puerto Cabello by means of a daily steamer from its terminal station, Tucacas. This railway extends 100 miles into the interior of Venezuela, and unites Puerto Cabello with all the towns and cities near it.

Imports of Puerto Cabello consular district for the fiscal year ended June 30, 1901.

Articles.	United States.	Germany.	France.	Italy.	Holland.	Spain.	England.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Agricultural implements		41,512			5,808		200,848	248,168
Ammunition	1,447	15,508						16,950
Apples	16,724							16,724
Bran	1,659							1,659
Books	44							44
Brewery supplies	1,630	13,552						15,182
Blacking	624							624
Bottles, empty		41,089			506			41,545
Rarrels	1,968	5,300						5,258
Barley	194	12,528						12,722
Beer	24,545	262,946					94,498	381,979
Butter	178,049	152,504	308	9,706	836			339,408
Canned goods	20,367	9,389	10,796	2,388				44,109
Crochene	21,437	4,582				886	436	26,019
Confectionery	5,410	5,202	17,431	4,215		9,218	7,063	48,589
Cement	7,658	826,778			61,380	60,887	127,582	1,064,228
Corks	26	27,599	904	176				28,705
Cigarettes	242					629		871

Imports of Puerto Cabello consular district, etc.—Continued.

Articles.	United States.	Germany.	France.	Italy.	Holland.	Spain.	England.	Total.
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
Cigarette paper				2, 970	1, 507	12, 420	2, 583	19, 540
Crackers	67, 964	47, 110		99		2, 640	317	118, 120
Cornstarch	88, 785							88, 785
Cheese	321	19, 398	2, 145	3, 225	73, 636	152		98, 877
Candles	28, 962	114			8, 888			37, 964
Wicks		780						780
Cards, playing						1, 223		1, 223
Cards, hand	715							715
Disinfectant		759						759
Demijohns		32, 524						32, 524
Dry goods	746, 070	829, 593	141, 466	115, 506	423, 108	73, 150	2, 833, 525	5, 167, 718
Drugs and medicines	247, 360	216, 278	40, 959	8, 511	620, 829	1, 596	241, 434	1, 377, 261
Electric-light materials	12, 113	6, 380						18, 493
Earthenware		40, 395						40, 395
Flour	3, 535, 413							3, 535, 413
Of cocoa		31						31
In tins	83	442						475
Of sago palm	951	3, 336				607		4, 993
Fruits, dried	645	305	5, 825	2, 683		17, 058		26, 516
Furniture	7, 974	587	2, 945	176				11, 682
Fishing materials	7, 264			612		1, 177		9, 053
Fish, dried	92, 578	5, 889	187	1, 069		31	75	99, 844
Firecrackers	6, 113							6, 113
Fruit juice						323		753
Glue			951					951
Gold	37							37
Guns	2, 272							2, 272
Hardware	204, 133	464, 915	67, 731	60, 347	15, 565		400, 672	1, 213, 363
Hams	76, 266	627			130			76, 023
Hat materials				519		1, 591		2, 110
Iron, galvanized			8, 283					8, 283
Liquors		4, 723	118, 645	1, 366	1, 441	1, 760	1, 319	129, 256
Leather	3, 458	3, 096	8, 789	378				20, 721
Lard	441, 064							441, 064
Miscellaneous	18, 066	16, 091	1, 590	1, 973	22	640		38, 332
Marble				114				114
Matches		33, 719			3, 065			36, 784
Meat, salt	3, 579		37					3, 579
Mustard		68						105
Machinery	66, 843	71, 295			4, 189	440	25, 106	167, 878
Olives	114		5, 117	939		27, 647		33, 817
Oats	1, 223	273		4, 624	222			6, 342
Oatmeal	70, 130							70, 130
Oil:								
Kerosene	2, 695, 204							2, 695, 204
Sweet	4, 387	2, 343	46, 807	283, 817		20, 471		357, 825
Almond		543						543
Linseed		3, 929			3, 617			7, 546
Bone	3, 590							3, 590
Machine	9, 167							9, 167
Onions	4, 578	2, 823	2, 988	1, 122	12, 624	6, 006	11, 902	42, 043
Oakum	974							974
Pickles		3, 901	10, 456			24	6, 396	20, 779
Paint	12, 324	32, 153			1, 456		684	46, 617
Paper, wrapping	1, 914	469, 260	268		2, 510	997		474, 949
Potatoes	36, 449	69, 524	9, 566		1, 078			116, 617
Perfumery	8, 160	16, 946	22, 477	953				48, 536
Plants	4, 917	176						5, 093
Peas						884		884
Plated ware			29					29
Rice	289, 236	1, 996, 969	1, 012	3, 463	4, 857	169	19, 838	2, 314, 046
Rope	217, 824	3, 789				1, 254	9, 022	231, 869
Rosin	547, 067							547, 067
Railway supplies	37, 123	40, 341			490, 074		241, 139	808, 677
Seeds	5, 438	13, 679	11, 662	6, 743		3, 989		41, 511
Sirups	638	275	2, 145	97		2, 047		5, 202
Sauces	1, 608		3, 047			9, 178		13, 833
Spices	48, 741	27, 462	14, 638	15, 035		20, 418	592	126, 886
Stearine		5, 610			224, 147			229, 757
Sardines		80, 086	64, 425	66	2, 090	119, 889		266, 556
Stationery	1, 938	20, 880	2, 171	2, 417	719	1, 188	1, 965	31, 218
Statuary				1, 355				2, 346
Sugar	229	360						589
Scales	891							891
Sausage	449	1, 861	363	2, 972		411		6, 056
Stone, artificial						9, 585		9, 585
Strings, instrument		55				255		310
Saddletrees	228							228
Safes		2, 310						2, 310
Telegraph supplies	2, 079							2, 079
Tea		130						130

Imports of Puerto Cabello consular district, etc.—Continued.

Articles.	United States.	Germany.	France.	Italy.	Holland.	Spain.	England.	Total.
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
Trees.....	158							158
Tobacco.....	50,982	73	429			876		51,860
Tombstones.....		2,330		2,180				4,510
Twine.....	117,878	84,126	3,774	8,083			614	164,475
Timber.....	136,587					666		136,203
Tallow.....					10,373	4,374		14,747
Vinegar.....		3,804	6,175			278	427	10,679
Vermicelli.....		1,252	420					1,672
Vegetables.....	851	123						974
Water:								
Mineral.....		58,445	4,321	3,126		638		66,530
Orange, Florida.....			1,608					1,608
Wire, barbed.....	190,625							190,625
Wines.....	1,917	39,809	153,198	164,288	2,648	1,222,806	8,306	1,592,966
Wagon materials.....	1,967							1,967
Windmills.....		7,082						7,082
Yarn.....		1,386						1,386

Exports of Puerto Cabello consular district for the fiscal year ended June 30, 1901.

Articles.	United States.	Germany.	France.	Italy.
	Pounds.	Pounds.	Pounds.	Pounds.
Coffee.....	5,991,026	1,273,583	11,455,550	70,597
Cocoa.....	46,215	186,737	746,143	12,008
Cattle.....				
Cocoanut meat.....		9,011		
Copper, scrap.....				
Cotton.....		4,204		
Dividivi.....		52,316		43,722
Fruits.....				
Ginger.....	585			
Horns.....		11,492		6,138
Hides:				
Ox.....			10,008	2,616
Deer.....	1,179,768		8,135	
Goat.....	57,601		93,000	
Horses.....	323,702	10,678		
Iron, scrap.....		14,744	90	230,111
Leather, sole.....				
Miscellaneous.....		51,864	7,202	38,258
Machinery, returned.....		11,165		
Peruvian bark.....			3,306	
Seed, spurge.....		15,935	190,948	13,979
Tonca beans.....	364			
Timber.....		656,751	146,784	

Articles.	Holland.	Spain.	England.	Cuba.	Total.
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
Coffee.....	467,291	1,814,450	11,999	2,671	21,087,167
Cocoa.....	1,133	210,117	516,966		1,718,324
Cattle.....	421,182			32,646,406	38,067,588
Cocoanut meat.....	3,630		42,898		55,539
Copper, scrap.....			7,592		7,592
Cotton.....					4,204
Dividivi.....					96,038
Fruits.....	339,765				339,765
Ginger.....					585
Horns.....					17,630
Hides:					
Ox.....	23,454				1,215,841
Deer.....	1,404				62,140
Goat.....					427,280
Horses.....				63,659	63,659
Iron, scrap.....	15,185	1,044			261,174
Leather, sole.....	1,100				1,100
Miscellaneous.....	134,960	99	6,398		238,771
Machinery, returned.....					11,165
Peruvian bark.....					3,306
Seed, spurge.....	4,613				225,475
Tonca beans.....	438				802
Timber.....	142,401				944,936

The following table shows the total quantity of imports and exports of Puerto Cabello for the fiscal year ended June 30, 1901.

Country.	Imports.	Exports.
	<i>Pounds.</i>	<i>Pounds.</i>
United States	10,438,428	7,599,256
Germany	6,188,886	2,896,400
France	796,527	12,656,166
Italy	717,685	417,424
Netherlands	1,977,825	1,556,546
Spain	1,645,817	2,026,710
England	4,235,784	686,843
Cuba		32,712,796
Total	25,974,782	59,850,091

EXPORTS AND IMPORTS FOR LAST SIX MONTHS OF 1901.

The following tables show the exports and imports of this consular district for the six months ended December 31, 1901.

It will be noted that the exports from Valencia are not included in this statement, but the imports of that agency are included, as it would have been a difficult matter to separate them.

Imports of Puerto Cabello consular district for the six months ended December 31, 1901.

Articles.	United States.	England.	Germany.	France.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Agricultural imports	918	109,472	9,864	
Ammunition			10,461	
Advertisements	1,621			
Apples	2,384			
Bran	486			
Brewing supplies	486			
Blacking	70			
Blueing			1,718	
Books			528	
Barley			1,788	
Beer	101	24,178	109,760	
Butter	78,139		48,070	
Carts, hand	826			
Carriages	1,892			
Canned goods	5,561	110	6,910	9,658
Creolene			1,777	
Confectionery	1,124	1,427	1,027	8,506
Cement	154,864	276,410	319,209	
Corks			68	
Coal		608,504	7,097	
Crackers	86,374	1,243	9,861	116
Cornstarch	21,850			
Cheese	88		2,912	1,100
Candles	7,268			
Cereals	322,763			
Corn	168,658			
Demi-johns			9,422	
Dry goods	95,968	499,494	185,101	49,298
Drugs	46,197	30,168	70,468	14,817
Electric-light materials	19,488	22,323		
Earthenware	145		209,657	3,179
Flour	1,621,626		68	
Furniture	396		1,128	
Fruits, dried	3,401		1,012	5,081
Fish, dried	10,821		543	
Firecrackers	1,128			
Glue			1,001	
Guns	99			
Hardware	69,742	50,230	186,107	13,118
Hams	34,064		492	
Hats and materials	90	2,774	4,796	
Ink			761	220
Iron, galvanized	1,999	18,127		
Leather	294		2,589	561
Lamp wicks	2,270		807	
Lard	238,092			

Imports of Puerto Cabello consular district, etc.—Continued.

Articles.	United States.	England.	Germany.	France.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Liquors.....		580	1,949	25,008
Liquors, sweet.....	112		118	470
Lavender.....				96
Miscellaneous.....	7,240		8,197	
Matches.....			4,178	
Meat, salt.....	728			
Machinery.....	9,496	165	6,129	
Monuments.....				
Olives.....	504			13,160
Oatmeal.....	1,478			
Oil:				
Kerosene.....	949,482			
Sweet.....	2,696		896	8,291
Linseed.....	845	600	3,051	
Machine.....	11,572		3,763	
Onions.....	1,372		7,496	
Pickles.....		22,074	50	1,179
Paint.....	4,436	132	2,688	
Paper.....	2,849		106,409	8,148
Potatoes.....	19,828		16,057	1,320
Perfumery.....	2,939		4,626	2,853
Phonographs.....	147			
Plaster.....				
Rice.....	3,870		1,185,362	
Rope.....	68,654			
Rosin.....	301,296			
Railway supplies.....	435	83,327		
Seeds.....	9,266		4,147	193
Sirups.....				127
Statuary.....				
Strings, musical instruments.....				
Soda.....	14,502	55,426		
Spices.....	9,936		13,384	9,424
Sugar.....			118	
Scales.....	2,318			
Sardines.....			11,129	3,047
Sausage.....	107		488	121
Shoes.....			99	741
Sago palm.....			2,472	
Tobacco.....	11,352			
Tar.....	3,836		7,396	
Twine.....	20,990	613	2,114	607
Timber.....	18,315			
Tallow.....	803			
Vinegar.....			780	1,311
Vegetables.....	415		92	37
Water, mineral.....			15,545	1,368
Wire, barbed.....	113,506			
Wines.....		2,637	2,862	141,119
Yarn.....		821	834	
Total.....	4,534,681	1,800,335	2,566,799	325,213
Total value, United States currency.....	\$150,816.96	\$135,501.63	\$138,035.53	\$36,276.49

Articles.	Holland.	Spain.	Italy.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Agricultural implements.....	5,830			126,079
Ammunition.....				10,461
Advertisements.....				1,621
Apples.....				2,384
Bran.....				486
Brewing supplies.....				486
Blacking.....				70
Blueing.....				1,718
Books.....				528
Barley.....				1,738
Beer.....				134,039
Butter.....	2,215		528	128,962
Carts, hand.....				825
Carriages.....				1,392
Canned goods.....	52	165	1,731	24,202
Creolin.....				1,777
Confectionery.....		787	440	13,310
Cement.....	19,749			770,232
Corks.....				63
Coal.....				610,601
Crackers.....		558		43,142
Cornstarch.....				21,850

Imports of Puerto Cabello consular district, etc.—Continued.

Articles.	Holland.	Spain.	Italy.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Cheese	35,316		633	40,049
Candles				7,268
Cereals				822,768
Corn				168,668
Demijohns				9,714
Dry goods	101,596	23,630	292	960,445
Drugs	196,834		5,343	358,484
Electric-light materials				41,806
Earthenware				212,981
Flour				1,621,689
Furniture				1,524
Fruits, dried		396	1,370	11,210
Fish, dried	59		50	11,473
Firecrackers				1,128
Glue				1,001
Guns				99
Hardware	134		1,245	270,576
Hams				34,526
Hats and materials			501	8,161
Ink				981
Iron, galvanized				15,126
Leather				3,444
Lamp wicks				8,077
Lard				238,092
Liquors	921	176		29,634
Liquors, sweet		2,248		2,948
Lavender		506		602
Miscellaneous		52	294	15,788
Matches				4,173
Meat, salt				726
Machinery				15,789
Monuments			5,500	5,500
Olives		9,605	1,236	24,205
Oatmeal				1,478
Oil:				
Kerosene				949,482
Sweet		17,842	63,987	93,710
Linseed				3,996
Machine				15,325
Onions		1,067		9,934
Pickles	5,830			29,133
Paint				7,255
Paper	3,161	3,207	6,080	129,354
Potatoes				37,205
Perfumery			149	10,567
Phonographs				147
Plaster		393		393
Rice			1,498	1,190,230
Rope				63,654
Rosin				301,296
Railway supplies				83,822
Seeds		497	501	14,604
Sirups		330		457
Statuary		413		413
Strings, musical instruments		202		202
Soda				60,928
Spices		6,043	3,880	42,666
Sugar				118
Scales				2,318
Sardines		11,787	66	26,029
Sausage			642	1,356
Shoes				840
Sago palm				2,472
Tobacco		1,452		12,804
Tar				11,292
Twine		895	4,430	29,649
Timber				18,315
Tallow				808
Vinegar		290		2,331
Vegetables				544
Water, mineral			220	17,133
Wire, barbed				113,506
Wines	715	153,565	50,111	350,999
Yarn				655
Total	372,412	236,096	150,727	9,986,463
Total value, United States currency	\$48,386.45	\$44,105.71	\$11,556.06	\$64,678.82

Exports of Puerto Cabello consular district for the six months ended December 31, 1901.

Articles.	United States.	France.	Germany.	Cuba.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Blueing		587		
Coffee	484, 675	8, 887, 184	12, 095	26, 716
Cocoa	38, 081	207, 781	54, 749	
Cattle				32, 898, 713
Copra		115, 608		
Cotton		19, 025		
Cocoanuts	21, 120			
Copper			514	
Hides:				
Deer	27, 526			
Goat	213, 487	155, 546		
Ox	540, 104	3, 454		
Horses				91, 965
Horns			2, 492	
Metals, old		1, 680	7, 354	
Miscellaneous	46, 017		11, 285	928
Machinery	19, 241			
Quinine		14, 225	1, 069	
Wood			363, 389	
Total	1, 390, 151	4, 375, 085	452, 897	33, 013, 322
Total value, United States currency	\$184, 790. 96	\$821, 321. 45	\$12, 202. 42	\$1, 582, 354. 06

Articles.	Holland.	Spain.	Italy.	Total.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Blueing				587
Coffee	306, 719	781, 171	33, 349	5, 501, 859
Cocoa	101	48, 800	2, 050	351, 512
Cattle	249, 700			33, 143, 418
Copra				115, 608
Cotton				19, 025
Cocoanuts				21, 120
Copper		455	5, 790	6, 759
Divi-divi			42, 044	42, 044
Fruits	16, 585			16, 585
Hides:				
Deer				27, 526
Goat				368, 983
Ox	13, 626			557, 184
Horses	2, 200			94, 165
Horns		2, 299	7, 156	11, 947
Metals, old		1, 254	12, 570	22, 858
Miscellaneous	59, 468	1, 410	15, 108	134, 161
Machinery				19, 241
Quinine				15, 294
Cane products	47, 872			47, 872
Wood				363, 389
Total	696, 221	835, 389	118, 062	40, 881, 077
Total value, United States currency	\$31, 582. 52	\$55, 124. 27	\$5, 559. 75	\$2, 142, 945. 42

LUTHER T. ELLSWORTH, *Consul.*

PUERTO CABELLO, *December 31, 1901.*

ASIA.

ADEN.

The following report covers the year ended March 31, 1901, and the statistics, unless otherwise pointed out, relate only to this period. In order to save repetition, this report should be considered as a continuation of my last annual report of trade, which can be found on pages 877 to 880, Commercial Relations, 1900, Volume I.

In considering the trade, it should be remembered that for the first three months of the year the plague, which was epidemic in Aden at that time, greatly demoralized business. Again, it will be borne in mind that during the entire year, the plundering of the caravans in Somaliland by the Mad Mullah has paralyzed the trade between the coast towns of Somaliland and the Eastern Somali and Galla countries. The raids of the Mad Mullah have had a very bad effect on the principal article of trade (cotton piece goods), and to this can be attributed almost the entire falling off of this traffic in the past twelve months.

The trade of this port last year amounted to \$23,941,810, and compares with that of the preceding twelve months as follows:

	Private merchandise.	Government merchandise.	Treasury.	Total.
1899-1900	\$23,529,630	\$168,106	\$2,260,610	\$25,958,346
1900-1901	22,078,385	2,212,266	1,642,169	23,941,810

The trade of general interest is that classed as private merchandise, and is divided into—

	Imports.	Exports.	Total.
1899-1900	\$13,249,927	\$10,279,708	\$23,529,630
1900-1901	12,284,106	9,814,277	22,078,385
Decrease 1901	965,819	465,426	1,451,245

The decrease noted in last year's report was attributed, in part, to the facilities offered for direct export from Red Sea ports by the Khedival line of steamers. This line of steamers has established regular sailings and secured Suez connections for transshipment, and, consequently, more than half of the exports from certain Red Sea towns and a quantity of imports which in former years appeared in the Aden returns have been diverted and shipped direct.

Two other causes have been noted for the falling away of the trade, and when the conditions are fully understood, it seems rather a surprise that the loss has not been greater. In recent years, there has been a growing practice to ship direct from India to the Somali ports the ghee, rice, and other provisions that are consumed there. This was more noticeable last year than before. Then, as a third reason (which, strange as it may seem, has not been so noticeable), there is the free port of Djibouti, which has had excellent shipping facilities, per the

M. M. and other French lines of steamers, during the past year. There has recently been opened for the shipment of freight about 100 miles of railroad on the proposed line from Djibouti to Harrar, which acts as a feeder for the port, and it would seem that in the near future Djibouti should be a very formidable rival for all that African trade which has been brought into Aden by coasting steamers for a number of years.

ARTICLES OF TRADE.

The staple articles remain, for import, cotton piece goods, kerosene oil, and foodstuffs, and for export, coffee and the skins of sheep and goats.

COFFEE.

The coffee trade this year has been larger than that of any equal period during the past five years. The average price was 10 per cent lower than last year, but the declared valuation was \$2,056,711, an increase of \$332,662, which indicates a very much larger proportionate gain in quantity produced. France is the largest buyer of Mocha coffee, and the United States stands second on the list, taking about one-fifth of the crop.

SHEEP AND GOAT SKINS.

The sheep and goat skin trade has been very active, and the year has seen the establishment of two more European firms in Aden to compete for the purchase of the 5,000,000 or 6,000,000 skins annually offered in this market. The average price has been slightly lower than that of last year.

The total export of skins for two years has been as follows:

To—	1899-1900.		1900-1901.	
	Number.	Value.	Number.	Value.
United States	3,405,074	\$1,339,542	3,434,313	\$1,312,775
United Kingdom	856,380	246,452	472,086	174,658
Germany	84,490	25,016	108,038	44,571
France	464,730	122,519	85,470	30,707
Other countries	81,402	6,073	210,775	58,876
Total	4,841,026	1,739,602	4,310,691	1,618,586

EXPORTS TO THE UNITED STATES.

The articles of export to the United States and their value, appear in the following table:

Articles.	Value.		Articles.	Value.	
	1900.	1901.		1900.	1901.
Aloes, socotrine		\$527	Iron ore	\$10,464	
Cigarettes		79	Skins:		
Civet	\$3,794	6,600	Calf	1,565	
Coffee	352,848	291,944	Sheep and goat	1,339,542	\$1,312,775
Feathers, ostrich	2,323	2,147	Leopard	171	
Gum of myrrh	265	877	Total	1,771,460	1,648,471
Horns	179				
Ivory	70,085	33,524			

IMPORTS.

I regret that I am not able to secure the data of imports by countries, as the publication of the Trade Returns is unusually late this year.

COTTON FABRICS.

The most important import is that of cotton fabrics. These are distributed from Aden over a larger area of territory than any other article of commerce, and a temporary cessation of trade to any part of the vast interior is noticed in this line, while it may not make any appreciable difference in other articles. For almost the entire year, the Mad Mullah has been raiding the caravans to the Galla country and sections of Somaliland, carrying on his war of loot and devastation to such an extent as to close the ordinary channels of commerce from Aden, and to this cause is due much of the reduction in the piece-goods trade, especially in gray cottons.

Following the classification used in my last report, the imports of cotton piece goods for the year ended March 31, 1901, were:

Class.	United States.	United Kingdom.	India.	Other countries.	Total.
Gray .....yards..	17,764,800	300,087	5,553,828	379,445	23,997,605
White .....do.....	8,400	1,043,176	1,619,472	484,351	3,156,399
Colored .....do.....		463,217	3,668,862	3,347,106	7,479,184
Total	17,772,700	1,806,480	10,842,157	4,210,901	34,682,188

This shows an immense decrease compared with the previous year, which, however, was the banner year for these imports. Each country has suffered some loss; the least is from India, while the greatest is from the United Kingdom. There is no reason to think that this will be permanent, but on the contrary, as local wars are suppressed and avenues of trade are made more secure, there is every reason to believe that the trade will increase beyond anything yet reached.

The unclassified cotton fabrics, as handkerchiefs, goods in the piece, etc., were about the same as last year.

Cotton yarns and twists were imported to the quantity of 1,736,705 pounds, at a valuation of \$241,208.

KEROSENE.

Kerosene stands second on the list of imports from the United States. During the year, there were imported 330,010 gallons from the United States and 232,752 gallons from Russia.

WHEAT FLOUR.

For some months, there has been a feeling among business houses that American flour could be imported with profit into Aden and Red Sea ports. Considerable correspondence and inquiry resulted in the importation, by an American, of 2,000 bags last February. The experiment has not proved as great a financial success as was hoped for, but other orders have been sent since the close of the year which this report covers, and efforts are still being made to introduce the American product into the different ports along the Red Sea. It takes some time to bring a new article into a country full of prejudices, but when thoroughly known, our flour will probably be able to enter the market in competition with the Indian product. There seems to be no greater obstacle to overcome than the prejudice of the natives (dealers more than consumers) in favor of the Indian flour. The merchant who

imported the first consignment says he intends to continue to handle our flour until it is well known, when he thinks its superiority will gain for it a part of the Arabian market.

Those who have already imported American flour are W. H. Lockerman; Bardey, Buffard & Co., and Menahein Messa.

Total trade with the United States.

Imports	\$1, 273, 132
Exports	1, 648, 471
Total	2, 921, 603

Imports from the United States for the years ended March 31, 1900 and 1901.

Articles.	Value.		Articles.	Value.	
	1900.	1901.		1900.	1901.
Boots and shoes		\$324	Oil:		
Cabinet and furniture	\$141		Kerosene	\$11, 789	\$32, 965
Carriages	1, 796	3, 029	Other sorts	1, 215	269
Clocks and watches	162	130	Provisions:		
Cotton piece goods	1, 583, 956	1, 225, 113	Fruits		162
Drugs	41		Other sorts	1, 239	590
Cigarettes	776	851	Paints	259	
Beer		410	Sewing machines	178	130
Feathers		648	Spirits (perfumed)	92	19
Flour		5, 921	Ships, parts of	78	262
Hardware, not otherwise classified	70	394	Wool, manufactured		824
Instruments, musical and scientific	471	23	Sundries	476	165
Machinery (unclassified)	442	39	Tobacco	22, 000	985
Metals, manufactured iron		389	Total	1, 605, 860	1, 273, 132

CUSTOMS DUTIES.

This is practically a free port; duties are levied on wines, liquors, and tobacco.

LINE OF COMMUNICATION.

No new lines of steamers have been established, and the sailings of the regular lines remain about the same. It is true, however, that the number of outside cargo steamers has not been so great this year. Not so many direct steamers have sailed for American ports as formerly. This is more noticeable in the past six months than in the period covered by this report.

Nationality, number, and tonnage of vessels entering and clearing from this port for the year ended March 31, 1901.

Flag.	Number.	Tonnage.	Flag.	Number.	Tonnage.
British	674	1, 321, 382	Italian	81	123, 122
British India	91	79, 429	Portuguese	1	1, 922
America	4	5, 943	Norwegian	4	6, 972
Austrian	83	208, 154	Russian	13	39, 273
Arabian	2	896	Spanish	1	4, 345
Belgian	3	4, 179	Turkish	3	3, 045
Danish	2	2, 582	French	97	162, 688
Dutch	16	28, 624	Total	1, 188	2, 349, 707
German	113	356, 549			

E. S. CUNNINGHAM, *Consul.*

ADEN, November 18, 1901.

BRITISH INDIA.

CALCUTTA.

I give below a statement of imports of merchandise into India from the United Kingdom, Germany, and the United States; also the total imports from all countries, exclusive of Government stores, and the imports by the Government during the year ended March 31, 1900. It will be seen what a small percentage of these immense imports come from the United States, and what an opportunity there is for our manufacturers, especially of metal goods, hardware and cutlery, railway rolling stock, steel rails, and all other railway material; machinery, and millwork, to increase their trade here. Especial attention is called to the vast imports of cotton piece goods and other manufactures of cotton, now almost monopolized by the United Kingdom.

If our manufacturers will look over this list, they will see what an immense market they are neglecting. By sending competent representatives to study the particular kinds of goods required, and furnishing samples, they may control the field in many articles.

R. F. PATTERSON, *Consul-General*.

CALCUTTA, April 24, 1901.

Comparative imports of merchandise into India from the United Kingdom, Germany, and the United States during the year ended March 31, 1900.

[Exclusive of Government stores.]

Articles.	United Kingdom.	Germany.	United States.	Total value of importations of all countries.
I. ANIMALS LIVING.				
Animals living.....	\$27,382	\$169	.....	\$971,178
II. ARTICLES OF FOOD AND DRINK.				
Coffee.....	1,801	391	.....	102,847
Fruits, etc.....	6,278	.....	.....	299,069
Vegetables, etc.....	256	.....	.....	.....
Barley.....	2	943	.....	.....
Oats.....	7,400	.....	.....	.....
Pulse.....	708	.....	.....	.....
Rice, in the husk.....	4,433	.....	.....	.....
Wheat flour.....	2,650	.....	.....	.....
Grains and pulse, other sorts.....	6,403	.....	.....	.....
Hops.....	69,274	6,562	\$4,932	2,326,377
Ale, beer, porter.....	1,304,675	169,280	67	1,468,845
Cider.....	5,978	.....	.....	.....
Brandy.....	128,700	33,389	.....	.....
Gin.....	42,751	1,024	.....	.....
Liqueurs.....	29,436	7,238	.....	.....
Rum.....	12,120	544	.....	.....
Whisky.....	1,166,197	31,510	3,826	.....
Spirits used in drugs, medicines, etc.....	238,289	4,956	36,320	.....
Perfumed.....	124,356	22,751	15,046	.....
Methylated.....	2,133	20,759	.....	.....
Other sorts.....	14,460	24,260	.....	2,739,240
Champagne.....	182,359	192	.....	.....
Claret.....	87,200	956	.....	.....
Sherry.....	42,482	692	.....	.....
Port.....	187,470	1,823	.....	.....
Wines, other sorts.....	111,273	7,769	.....	913,841
Bacon and hams.....	224,743	164	354	.....
Butter.....	63,206	1,508	47	.....
Cheese.....	142,339	763	.....	.....
Fish maws and shark fins.....	.....	.....	16	.....
Fish, dry, unsalted.....	41	.....	.....	.....
Salted.....	72	.....	.....	.....

Comparative imports of merchandise into India from the United Kingdom, Germany, and the United States during the year ended March 31, 1900—Continued.

Articles.	United Kingdom.	Germany.	United States.	Total value of importations of all countries.
II. ARTICLES OF FOOD AND DRINK—continued.				
Fruits and vegetables, dried, salted, etc.	\$11,648	\$81	\$563	.....
Ghi.....	397	.....	.....	.....
Lard.....	866	.....	106	.....
Provisions, other sorts.....	1,878,880	28,690	10,685	\$5,402,394
Salt.....	1,228,540	303,045	.....	.....
Spices:	.....	.....	.....	.....
Cinnamon.....	4	.....	.....	.....
Cloves.....	2	.....	.....	.....
Ginger.....	4	.....	.....	.....
Nutmegs.....	9	.....	.....	.....
Pepper.....	.....	.....	.....	.....
Other sorts.....	45	.....	.....	2,982,873
Sugar:	.....	.....	.....	.....
Refined or crystallized, including candy and confectionery.....	372,414	196,427	118	.....
Unrefined.....	23	.....	.....	.....
Tea.....	8,464	.....	3	10,805,215
III. METALS AND MANUFACTURES OF.				
<i>A. Hardware and cutlery, including plated ware.</i>				
Cutlery.....	236,056	10,966	711	5,088,984
Agricultural implements.....	222,580	404	5,880	.....
Other implements and tools.....	339,696	3,082	17,706	.....
Sewing machines.....	187,169	31,566	2,361	.....
Hardware, other sorts.....	280,816	475,301	52,942	.....
<i>B. Metals.</i>				
Brass:	.....	.....	.....	.....
Unwrought.....	82	.....	.....	.....
Wrought.....	136,424	6,335	.....	197,547
Copper:	.....	.....	.....	.....
Old, for remanufacture.....	.....	.....	.....	.....
Unwrought (tiles, ingots, etc.).....	56,269	.....	.....	.....
Other sorts.....	182	.....	.....	.....
Wrought (Lametta).....	148	608	.....	.....
Mixed (yellow metal), for sheathing.....	778,325	15,483	.....	.....
Sheets.....	406,309	4,882	.....	1,668,238
Iron:	.....	.....	.....	.....
Old, for remanufacture.....	3,135	.....	14	.....
Cast (pig).....	218,706	.....	3,120	.....
Wrought (anchors, cables, etc.).....	49,422	.....	.....	.....
Angle, bolt, rod.....	250,486	5,368	.....	.....
Bar.....	486,942	18,105	162	.....
Beams, pillars, girders, etc.....	157,799	979	16,315	.....
Hoop.....	156,081	512	367	.....
Nails, screws, rivets, washers.....	301,815	41,483	29,370	.....
Pipes and tubes.....	751,975	2,763	67,983	.....
Rice bowls.....	207,718	124	.....	.....
Sheets, plates—	.....	.....	.....	.....
Galvanized.....	2,152,664	.....	.....	.....
Tinned.....	664,814	248	.....	.....
Not galvanized or tinned.....	297,916	72	.....	.....
Wire.....	34,958	1,680	4,479	.....
Other manufactures of.....	319,741	13,454	731	7,742,078
Lead:	.....	.....	.....	.....
Ore.....	6,440	.....	.....	.....
Pig.....	12,586	.....	.....	.....
Sheets, pipes, tubes.....	40,812	283	.....	.....
Sheets for tea chests.....	337,752	.....	.....	.....
Other sorts.....	32,570	648	.....	501,584
Quicksilver.....	60,223	.....	.....	.....
Steel:	.....	.....	.....	.....
Bars.....	487,507	14,904	51,128	.....
Beams, pillars, bridge work, etc.....	251,934	2	136,296	.....
Cast.....	45,513	10,039	.....	.....
Hoop.....	431,088	.....	6,599	.....
Plates, sheets, etc.....	431,468	.....	288	.....
Other sorts.....	299,391	10,529	28,877	3,202,721
Tin:	.....	.....	.....	.....
Unwrought block.....	28,459	.....	.....	.....
Plates, sheets, etc.....	1,809	919	.....	.....
Zinc or spelter:	.....	.....	.....	.....
Wrought or manufactured.....	252,000	33,339	46	442,919
Other sorts.....	44,828	39,452	.....	.....
Metals unenumerated.....	1,189	1,300	.....	.....
	204,679	119,132	423	446,126

Comparative imports of merchandise into India from the United Kingdom, Germany, and the United States during the year ended March 31, 1900—Continued.

Article.	United Kingdom.	Germany.	United States.	Total value of importations of all countries.
III. METALS AND MANUFACTURES OF—continued.				
<i>C. Metals, manufactures of, machinery, and mill-work.</i>				
Agricultural (not being steam).....	\$20,088			
Locomotives (excluding railway).....	53,811	\$11,683	\$539	
Other sorts.....	4,811,148	26,234	24,771	
Machinery, other sorts.....	3,145,461	42,460	43,383	\$18,134,090
Railway plant, rolling stock, carriages, trucks, etc	3,002,439	3,706	96	
Locomotive engines, tenders, parts thereof	1,326,742		202,028	
Rails, fish plates of steel and iron	1,526,172			
Sleepers:				
Keys of steel and iron.....	304,747			
Wood.....	501,845			
Other sorts.....	2,122,114			8,896,649
IV. CHEMICALS, DRUGS, MEDICINES, NARCOTICS, DYEING AND TANNING MATERIALS.				
Alum.....	84,572			
Arsenic.....	4,315	5,366		
Bicarbonate of soda.....	104,761	5		
Borax.....	317			
Chemicals for making paper.....	252,980	9,849		
Copperas.....	18,069	33		
Sal ammoniac.....	22,826			
Saltpeter.....	53			
Sulphur (brimstone).....	5,096	163		
Sulphuric acid.....	154,386	131		
Other sorts.....	575,507	73,968	8,508	1,438,518
Quinine.....	187,598	1,342	3,251	
Other sorts.....	25,289			
Drugs, medicines.....	679,483	29,206	19,028	
Opium.....	1,285	2	1	
Tobacco:				
Unmanufactured.....	8,588	25,628	8,888	
Manufactured.....	25,583	10,801	32,857	
Cigarettes.....	47,240	472	84,290	
Other sorts.....	411,988	698	179,849	1,068,680
Dyeing and tanning materials:				
Alizarine.....	44,446	26,688		1,612,278
Aniline.....	37,773	110,808		
Cochineal.....	27,233			
Cutch.....	1,034			
Indigo.....	1,298	73		
Lac dye.....		196		
Myrobolans.....	6			
Saffron.....	566			
Other sorts.....	13,253	718		446,471
V. OILS.				
Animal.....	112,196	34		
Essential.....	17,427	1,742	30	163,871
Mineral, kerosene in bulk.....			62,156	
Kerosene in cases.....	638	933	1,854,756	9,407,941
Paraffin wax.....	1,229			
Other kinds.....	312,927	65,686	370,384	769,792
Vegetable, not essential castor.....	14			
Cocoonut.....	14			
Linseed.....	115,484			
Mustard (rape).....	16			
Other sorts.....	6,077	547	325	632,145
VI. RAW MATERIALS AND UNMANUFACTURED ARTICLES (P. T. O.).				
Bristles and fibers for brushes, etc.....	3,756	424		
Canes and rattan.....	187			
Coal.....	1,863,481		12,014	
Coke.....	157,978			
Patent fuel.....	84,619			2,592,683
Cotton.....	825,768	87,383	1,233	
Feathers.....	325			
Flax.....	541			
Fodder, bran, cattle food.....	213			
Gums and resin (Arabic).....	247			
Resin.....	31,061	14,452	24,057	
Other sorts.....	1,175	99		

Comparative imports of merchandise into India from the United Kingdom, Germany, and the United States during the year ended March 31, 1900—Continued.

Articles.	United Kingdom.	Germany.	United States.	Total value of importations of all countries.
IV. RAW MATERIALS AND UNMANUFACTURED ARTICLES (P. T. O.)—continued.				
Hemp.....	\$5,946			
Hides and skins.....		\$2,667		
Horns.....	7			
Ivory.....	112,679			
Stones and pearls, unset.....	5,627			
Jute.....	244			
Guano (manure).....	264			
Other kinds, except oil cake.....	14,671	770		
Pitch, tar, dammar.....	167,769	67	\$1,877	
Plants, living.....	2,135	4	157	
Rags for making paper.....	7,806	8,462		
Seeds.....	20,139	9,198	648	\$132,579
Silk.....	279	294		
Specimens illustrative of natural science.....	2,785	1,124		
Stone and marble.....	11,497	148	192	
Tallow.....	69,613		146	
Wax, including candles.....	1,177	123		
Timber or wood.....	88,068	15,000	42,768	583,876
Other kinds.....	5,582			
Wool.....	468			
Articles unenumerated.....	29,392	166		
VII. ARTICLES MANUFACTURED AND UNMANUFACTURED.				
Cotton twist and yarn.				
Mule and water:				
Nos. 1 to 10.....	2,621			
Nos. 11 to 15.....	2,076			
Nos. 16 to 20.....	16,271			
Nos. 21 to 25.....	1,581			
Nos. 26 to 30.....	690,485			
Nos. 31 to 40.....	2,018,410	886		
Nos. 41 to 50.....	216,502			
Above No. 50.....	501,515			
Orange, red, and other colors:				
Nos. 1 to 20.....	314,701			
Nos. 21 to 25.....	268,128			
Nos. 26 to 30.....	174,519	119		
Nos. 31 to 40.....	2,609,173	75		
Nos. 41 to 50.....	166,861			
Above No. 50.....	192,074	87		
Twist and yarn (unspecified).....	448,040			7,840,084
Piece goods, chadar, dhuties, saris, and scarfs.....	19,586,487			
Jaconets.....	2,794,507			
Jeans, sheeting, and drills.....	612,841		228,128	
Long cloths.....	4,707			
Madapolams.....	707,850			
Mulls (unbleached).....	496,479			
Prints.....	27,041			
Shirtings.....	20,459,893			
T-cloths and domestics.....	455,918			
Unspecified descriptions.....	86,013	1,504		44,745,227
Bleached (cambrics, twills, muslins, and lawns).....	396,385	118		
Chudder, dhuties, saris, scarfs.....	2,625,060			
Drills and jeans.....	298,230		4,014	
Checks, spots and stripes.....	274,984			
Jaconets.....	1,064,326			
Long cloths.....	123,975			
Mulls (bleached).....	8,491,974			
Nainsooks.....	5,287,621			
Shirtings.....	2,625,676	133		
Unspecified descriptions.....	817,543	6,988	54	17,090,800
Cambrics, twills, muslins (colored, printed or dyed)				
Chudder, dhuties, etc.....	2,791,198			
Drills.....	2,207,648	29,069		
Jeans.....	506,782	1,674	4,640	
Jaconets.....	811,717			
Mulls.....	125,523			
Prints and chints.....	6,722,816	109		
Shirtings.....	2,904,068		993	
Unspecified descriptions.....	4,628,073	108,597	11,627	21,084,719
Canvas.....	7,974	101	146	
Handkerchiefs and shawls in the piece.....	688,769	36,905		
Hosiery.....	262,266	223,973	5	
Lace and patent net.....	176,238	8,089		

Comparative imports of merchandise into India from the United Kingdom, Germany, and the United States during the year ended March 31, 1900—Continued.

Articles.	United Kingdom.	Germany.	United States.	Total value of importation of all countries.
VII.—ARTICLES MANUFACTURED AND UNMANUFACTURED—continued.				
Rope.....	338,309			
Thread, sewing.....	508,594	\$8,895	\$6	
Cotton manufactures, other sorts.....	294,888	52,482	33	
Flax:				
Twist and yarn.....	1,250		5	\$3,486,020
Canvas.....	277,465		151	
Piece goods.....	102,997	373		
Thread, sewing.....	26,065	478		
Other sorts, including bags and sacks.....	41,787	1,828	58	472,057
Hemp (excluding cordage), including bags and sacks.....	98			33,248
Hemp cloth.....	28,802			
Jute twist and yarn.....	1,824			260,473
Gunny bags.....	1,190			
Gunny cloth.....	2,309	71	211	
Canvas.....	92,581			
Rope and twine.....	3,068	66		
Jute fabrics, other kinds.....	8,914			
Silk:				
Piece goods.....	315,182	3,615		
Mixed with other materials.....	146,896	112,822		
Thread, sewing.....	1,567	873		
Goods, other sorts.....	252,888	1,584		3,615,459
Wool, braids.....	87,202	498		
Carpets and rugs.....	239,376	25,997	199	
Piece goods.....	2,613,221	588,670	28	
Shawls.....	531,255	473,873		
Other sorts.....	343,533	182,009	67	6,825,606
Apparel, including drapery, haberdashery, millinery, uniforms, accouterments, but excluding hosiery.....	2,132,635	1,909,609	8,124	
Boots and shoes.....	606,383	10,233	4,014	4,685,781
Arms, ammunition, military stores, etc.....	171,087	1,465	2,226	
Gunpowder:				
Common.....	13,848			
Sporting.....	51,798			
Dynamite.....	209,620	5,970		
Arms, other sorts.....	326,300	1,328	218	
Art, works of.....	95,627	6,360	588	810,067
Books, maps, charts, etc.....	696,199	4,009	15,478	
Building and engineering material:				
Asphalt.....	7,870			612,624
Bricks and tiles.....	65,897			
Cement.....	362,066	3,584		
Chalk and lime.....	11,328			
Clays.....	23,941	464		
Earthenware piping.....	13,815			
Other sorts.....	2,764	145		
Cabinet ware and furniture.....	137,511	58,726	4,684	
Candles.....	176,125	3,251		
Caoutchouc.....	147,212	20,175	726	
Carriages and carts, excluding railway carriages.....	711,110	21,461	76,013	
Chinese and Japanese ware.....	6,741	7,454	10	
Clocks and watches.....	85,521	13,445	67,231	
Coir, excluding rope.....	265			
Cordage and rope of vegetable fiber.....	123,763	8,592	7,580	
Corals, real.....	1	1,016		
Corks.....	28,302	2,203	77	
Earthenware and porcelain, excluding earthenware piping.....	363,631	33,292	896	
Fireworks.....	2,913	5,086		
Beads and false pearls.....	32,561	20,110		
Bottles, common.....	109,171	18,376	7	
Sheet and plate.....	64,192	631		
Other ware.....	342,922	229,739	6,437	2,453,284
Hides and skins.....	23,821		169	
Skins, dressed or tanned.....	145,966	2,974	412	190,759
Instruments, apparatus, etc.:				
Musical.....	184,174	56,969	28,656	
Photographic.....	166,222	5,356	1,391	
Scientific and philosophical.....	666,173	20,259	39,310	1,247,545
Ivory.....	14,097	6,070		
Jewelry.....	279,871	14,150	810	
Plate.....	101,324		66	560,484
Shellac.....	9			627
Other kinds.....	221	21		

Comparative imports of merchandise into India from the United Kingdom, Germany, and the United States during the year ended March 31, 1900—Continued.

Articles.	United Kingdom.	Germany.	United States.	Total value of imports of all countries.
VII. ARTICLES MANUFACTURED AND UNMANUFACTURED—continued.				
Leather, unwrought.....	\$101,067	\$1,671	\$1,771	.....
Saddlery and harness.....	144,262	57	291	.....
Other sorts, excluding boots and shoes.....	333,142	6,304	9,559	\$628,827
Matches.....	62,332	141,565	.....	.....
Mats and matting.....	318	3	.....	.....
Oilcloth and floor cloth.....	130,380	665	568	.....
Paints and colors.....	639,845	60,979	720	.....
Painters' materials.....	223,751	2,455	26,007	1,110,881
Paper and pasteboard.....	266,552	39,057	1,050	.....
Writing paper and envelopes.....	304,833	7,642	40	.....
Other kinds.....	143,665	51,093	904	.....
Pasteboard, millboard, and cardboard.....	29,090	3,330	.....	1,316,224
Perfumery.....	14,474	666	.....	.....
Printing and lithographing materials.....	133,860	5,160	4,408	.....
Ships, parts of.....	382,970	369	2,529	.....
Soap.....	471,963	1,376	8,867	.....
Stationery, excluding paper.....	721,018	39,556	80,618	.....
Sticks, whips, flogging rods and lines.....	17,290	1,777	.....	.....
Tea chests, entire or in sections.....	424,424	22,886	346	.....
Telegraphs, materials for construction of.....	1,963	.....	.....	.....
Toys and requisites for games.....	365,073	114,252	4,416	.....
Umbrellas, parasols, sunshades.....	313,350	961	306	.....
Wood.....	96,550	5,176	5,804	.....
Articles (not specified) imported by post.....	1,010,703	25,745	277	.....
Articles not enumerated.....	651,219	93,300	4,115	129,709,903
Grand total.....	158,447,871	5,475,889	4,036,856	226,277,962

Grand total value of merchandise imported.

EXCLUSIVE OF GOVERNMENT STORES.

Country whence imported.	Rupees.	United States currency.	Country whence imported.	Rupees.	United States currency.
United Kingdom.....	487,531,911	\$158,447,871	Canada.....	271,651	\$98,287
Austria-Hungary.....	23,833,486	7,745,987	United States.....	12,421,095	4,036,856
Belgium.....	18,360,307	5,967,100	West Indies.....	3,607	1,172
Denmark.....	8,799	2,856	Brazil.....	947	328
France.....	10,253,817	3,334,115	British Guiana.....	720	.....
Germany.....	16,848,890	5,475,889	Aden.....	1,485,878	482,910
Greece.....	14,886	4,838	Arabia.....	8,082,248	2,626,731
Netherlands.....	3,104,761	1,009,047	Ceylon.....	6,146,102	1,997,483
Italy.....	7,401,179	2,406,383	China.....	.....	.....
Malta.....	58,061	17,245	Hongkong.....	11,017,985	3,590,829
Norway.....	410,078	133,275	Treaty ports.....	4,945,981	1,607,423
Portugal.....	63,550	20,654	Cochin China.....	556,303	180,473
Russia.....	24,014,727	7,804,786	Japan.....	4,999,519	1,624,844
Spain, excluding Gibraltar.....	90,655	29,463	Java.....	2,743,688	891,699
Gibraltar.....	52,528	17,072	Maldives.....	60,407	19,632
Sweden.....	693,896	226,350	Mekran and Sonmiani.....	768,523	249,770
Turkey in Europe.....	1,406,268	457,687	Persia.....	8,279,332	26,907,829
Abyssinia.....	79,079	25,700	Philippines.....	144,141	46,846
Cape Colony.....	13,147	4,273	Siam.....	959,293	311,770
Egypt.....	2,209,261	718,010	Straits Settlements.....	19,355,717	6,290,608
Madagascar.....	13,505	4,399	Sumatra.....	178,886	58,188
Mauritius.....	16,477,957	5,355,336	Turkey in Asia.....	4,896,719	1,429,584
Mozambique.....	234,266	92,385	Australia.....	4,362,963	1,417,963
Natal.....	60,071	19,523	Subject to duty.....	563,145,896	189,522,416
Réunion.....	4,300	1,398	Free of duty.....	123,972,738	40,291,140
Zanzibar.....	2,440,987	793,305	Grand total.....	707,118,634	229,813,556
Other countries in Africa.....	204,316	66,370			

Grand total value of merchandise imported—Continued.

GOVERNMENT STORES.

Country whence imported.	Rupees.	United States currency.	Country whence imported.	Rupees.	United States currency.
United Kingdom.....	42,468,569	\$13,802,285	United States.....	2,596,141	\$848,421
Austria-Hungary.....	6,465	2,101	Aden.....	106,629	34,654
Belgium.....	346,851	112,727	Ceylon.....	67,256	21,858
France.....	1,628	497	China—Hongkong....	9,948	3,233
Germany.....	2,620	852	Japan.....	16,960	5,509
Italy.....	2,050	666	Java.....	100	33
Egypt.....	600	195	Mekran and Sonmiani.	580	189
Mauritius.....	226	78	Persia.....	2,216	720
Natal.....	24,166	7,864	Straits Settlements....	23,242	7,554
Zanzibar.....	516	167	Turkey in Asia.....	150,652	48,962
Other countries in Africa.....	1,190	367	Australia.....	98,738	32,090
			Grand total value.	45,926,171	14,926,006

SUPPLEMENTARY.

In continuation of my report of April 24, 1901, showing the comparative imports into India from the United Kingdom, Germany, and the United States for the year ended March 31, 1900, I inclose a statement in regard to the import trade of India during that year, which I have had prepared by one of the most intelligent native merchants of Calcutta, which should attract the attention of our manufacturers and exporters.

R. F. PATTERSON,
Consul-General.

CALCUTTA, *May 23, 1901.*

STATEMENT IN REGARD TO THE IMPORTS OF INDIA DURING THE YEAR ENDED MARCH 31, 1901.

The total value of imports for the year ended March 31, 1901, exclusive of Government stores, stood at 707,118,634 rupees, over 70½ karors, or \$229,813,000; those from the United Kingdom amounting to 48½ karors (\$158,000,000). The balance, 22 karors (\$71,800,000), represents the imports from the other competing countries, of which Austria-Hungary, Belgium, France, Germany, Russia, the United States, Mauritius, China, and the Straits Settlements were the principal. United States imports amounted to 1½ karors, or \$4,000,000—a poor showing, indeed.

As regards competition, Russia and Mauritius may be left out of consideration, as the bulk of the imports from those two countries consisted, respectively, of oils and sugar. The imports from the remaining seven countries were varied in character, representing goods in most of the important lines.

At present, the United States can not be said to be a successful competitor here. Deducting the value of mineral oils from the total value of her imports, we have only 5,383,261 rupees, or \$1,722,643, to represent the value of all other imports.

The figures show that in various lines, United States manufacturers are totally unrepresented and in others to a very small extent, indeed. But it is well known that they can and do turn out all goods, in no way inferior to those sent by other countries. A beginning should be made in the lines noted below.

Machinery, genera. hardware, and metals.—In this line, the United States manufacturers are sure to take the lead, provided always they can quote "lower figures;" failing that, they should send goods of different qualities.

Piece goods, hosiery, etc.—The United States makes a very poor showing in this line. These goods may be classed under "perishable," and the consumption is very large, the total value standing at 259,127,336 rupees, or \$82,920,747. The United States imports are valued at, say, 7½ lakhs, or only \$245,623.

Matches.—The total value imported amounts to 3,475,938 rupees, or \$1,112,900; the United States is nowhere, whereas Japan, a new competitor so to speak, takes the lead, her matches being valued at nearly a quarter of the total amount. The foregoing remarks are applicable to various other goods.

Toys.—There is a large and ever increasing demand for toys, especially mythological ones. If suitable models are selected, the toys will always command an extensive sale, even if the market be flooded with them.

Enamel hollow ware.—The people here use quite a large number of brass utensils, plates, tumblers, and other articles too numerous to mention. These being costly, the middle and the poorer classes can not afford to buy as many as they would like, but it is a well-known fact that enameled goods are used largely. One finds them in palatial residences, as well as in hovels. Brass spittoons, lamp stands, betel holders or cases, and numerous other articles are in daily use in every household. If these were to make their appearance in the market in a new garb (with cheaper quotations, as a matter of course), they would be purchased readily. The great thing is to select suitable samples and models, for use of the manufacturers. This is, of course, not the time to consider the question in detail, but it is certain that imports into India from the United States can be quadrupled if suitable arrangements are made to improve the existing trade relations between the two countries.

PAPIN BIBARI BOSE.

TRADE OF INDIA IN 1901.

The famine which affected the second half of 1899–1900 continued through the first half of 1900–1901, and left its mark upon the year. The monsoon was not unfavorable on the whole, although in western India, it was not as satisfactory as it might have been, and the recovery from the effects of famine in that region was neither swift nor complete. For the first six months of the year trade was depressed, and its revival after September was not sufficiently vigorous to efface the traces of famine which were so apparent in the earlier part of the year. The continued presence of plague in India, in epidemic form, also operated to embarrass and hinder trade. The agricultural conditions of the country were such as to materially reduce the shipments of food grains, cotton, and oil seeds, the most important staples of the export trade, although in the case of cotton, some compensation was obtained from the unusually high range of prices.

Bearing in mind all the influences tending to depression, it is a matter of surprise that the value of trade exceeded, on the import side of the account, that of either of the preceding two years, while on the export side, though smaller than in the preceding two years, it was much larger than in any previous twelve months.

The actual value of the trade of the year is subjoined, with the values of the preceding two years for comparison, estimating rupee at 32 cents, as will be done throughout this report.

Imports and exports.

	1898-99.	1899-1900.	1900-1901.
IMPORTS.			
Merchandise	\$218,817,091	\$226,277,962	\$244,089,232
Gold	28,238,172	36,639,175	37,988,424
Silver	28,940,489	30,434,067	14,695,120
Total imports	276,045,752	298,345,204	296,772,776
EXPORTS.			
Foreign merchandise reexported	10,787,731	10,535,971	10,267,300
Indian merchandise	349,920,886	333,187,827	333,457,114
Gold	7,477,267	6,426,227	13,778,832
Silver	16,228,912	19,013,900	10,139,424
Total exports	384,414,796	374,163,925	367,642,670

The influence of the drought and famine upon the trade of the year is strongly indicated by the provincial distribution of the export trade. From Bombay, the exports of Indian merchandise declined in value almost 11 per cent, and the exports from Karachi, which are largely dependent on the harvests of the Punjab, were only half their value in the preceding year, while the exports from Madras and Burma were hardly affected at all and those of Bengal largely increased.

IMPORTS OF MERCHANDISE.

The value of the imports of merchandise exceeded that of the preceding year by nearly 8 per cent, an excess which was in part due to the high range of prices, though it was also due to an expansion in the volume of trade—that is, in the quantities of the articles imported. There has been an increase of 19.9 per cent, since 1897, in the general level of prices of articles imported into India, and of 25.7 per cent in the important item of cotton goods, which represents 36 per cent of the aggregate value of all merchandise imported.

In my previous reports, I have noted the almost unlimited market in India for cotton piece goods, and would again call the attention of our manufacturers to this outlet for their products.

The values of imported merchandise during the last three years are as follows:

1898-1899.....	\$218, 817, 091
1899-1900.....	226, 279, 962
1900-1901.....	244, 089, 232

COTTONS.

Below are the figures representing the imports of cotton goods in the last two years (in millions of yards):

	1899-1900.	1900-1901.
Gray (unbleached)	1, 274. 91	1, 192. 17
White (bleached).....	444. 55	467. 48
Colored (printed or dyed)	471. 88	343. 16

The quantities imported from England (in millions of yards) were:

Article.	1899-1900.		1900-1901.	
	Total im-ports.	From England.	Total im-ports.	From England.
Unbleached goods.....	1, 274. 91	1, 270. 47	1, 192. 17	1, 188. 28
Bleached goods.....	444. 55	438. 64	467. 48	461. 88
Colored goods	471. 88	157. 28	343. 16	327. 04

In the case of gray and white goods, the English manufacturer has an almost complete monopoly, 92.2 per cent and 98.7 per cent, respectively. In colored goods, the importation from the United Kingdom represented only 95.3 per cent. The small balance is credited to French and German prints and chintzes; none came from the United States.

HARDWARE AND CUTLERY.

The figures below show the importation of hardware and cutlery for the two years mentioned:

Article.	1899-1900.	1900-1901.
Cutlery	\$310,944	\$308,783
Agricultural implements	231,091	267,424
Other implements and tools	880,246	878,780
Sewing machines	177,244	198,812
Unspecified hardware	3,989,406	4,740,884
Total	5,088,983	5,892,183

In these articles, the trade has increased considerably, but some of the apparent gain is due rather to high prices than to augmented importations. The market is being supplied more and more with hardware of continental manufacture—German, Austro-Hungarian, and Belgian. Importations from Austro-Hungary have more than doubled in three years, and from Germany they have increased 75 per cent. The demand in the Indian market is for the cheapest and commonest kinds of hardware, and the continental manufacturer is readier than his English rival to make such articles. The better kinds of goods classed under the head of hardware and cutlery still come from the United Kingdom; but while there has been an increase in the value of trade of \$1,322,000 in three years, only \$644,000 of the increase is due to imports from the United Kingdom.

With proper efforts, our manufacturers of these goods might get a considerable share of this large trade.

RAILWAY MATERIALS.

The figures below give the importations of railway material in the past three years:

Year.	For Govern- ment.	For compa- nies.
1898-99	\$6,563,360	\$9,089,406
1899-1900	8,084,245	8,886,649
1900-01	8,177,429	4,291,562

The increasing preponderance of imports for the Government is explained by the fact that the state owned 19,197 miles of the 25,035 miles in operation at the end of the year 1900-01. There were 3,220 tons of rails imported from the United States last year, besides locomotives and other material.

KEROSENE.

Kerosene oil, the largest item of imports from the United States, has fallen off within the past few years. Some years ago, the imports of American oil approximated 25,000,000 gallons annually; in 1898-99, they were 21,000,000 gallons; in 1899-1900, only 12,750,000, and last year they were reduced to 5,102,000 gallons, while the importations of Russian oil have risen rapidly, until last year they reached

67,350,000 gallons. As long as kerosene was almost exclusively used by the European population and by the wealthier classes of natives in the towns, American oil had the preference, as it was of better quality and the difference in price was not to the consumer so material a consideration, but when the oil reached the lower classes of the native consumers, the case was different, for they were content with an inferior quality at a lower price. The Russian oil was still further cheapened by being imported in bulk in tank vessels. Tanks are now being constructed for American oil at Calcutta and Bombay, and it will be imported in bulk, so as to compete more successfully with the Russian oil.

TOBACCO.

There was a large expansion in chemicals and drugs, prominent under the latter head being tobacco, which represents more than a third of the imports in this line. The trade attained a value of \$1,216,000 in the year, an unusually high figure. The value of cigarettes was about 45 per cent of the whole value of imported tobacco, and it seems probable that it will continue to increase, as, in the large towns, the natives are smoking cigarettes instead of hukka. The American cigarettes are now acquiring a prominent position in the trade, and direct importations are largely increasing, taking the place of the Egyptian, Turkish, and continental manufactures.

GENERAL DISTRIBUTION OF THE IMPORT TRADE.

The value of the imports of foreign merchandise in the last three years was distributed among the principal countries with which the trade was carried on as follows:

Country.	1898-99	1899-1900	1900-01
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom	63.8	63.9	63.8
Austria-Hungary	3.5	3.4	4.1
Russia	3	3.4	3.7
Germany	2.5	2.4	3.4
China	2.5	2.2	3.3
Belgium	3.3	2.6	3.2
Mauritius	2.9	2.3	3.2
Straits Settlements	2.9	2.7	3
United States	2	1.7	1.6
France	1.5	1.4	1.4

From the above, it will be seen that last year the United Kingdom had 63.8 per cent of the import trade, and the United States only 1.6 per cent; but there is no doubt that a much larger proportion of the goods imported was of American origin, credited to the countries through which it passed, especially to the United Kingdom, as that country reexports more American goods than any other European nation.

EXPORTS.

The principal articles of export and their values in the last three years were:

Article.	1898-99.	1899-1900.	1900-01.
Grain and pulse.....	\$87,032,214	\$57,914,345	\$44,900,282
Hides and skins.....	23,837,497	33,481,200	36,744,438
Jute, raw.....	22,211,964	25,829,267	34,776,819
Cotton, raw.....	35,803,321	31,760,208	32,407,682
Tea.....	25,923,372	29,094,758	30,562,976
Opium.....	22,805,228	26,251,888	30,257,394
Seeds.....	38,911,020	32,318,489	28,844,912
Jute manufactures.....	18,554,748	20,045,916	25,156,723
Cotton, yarn, and cloth.....	24,923,104	26,477,200	18,249,461
Indigo.....	9,505,329	8,616,085	6,835,138
Coffee.....	5,599,436	4,751,088	3,931,039
Wood and timber.....	3,474,256	3,478,144	3,425,948

Hides and skins are largely exported to the United States, besides nearly 60 per cent of the jute manufactures, in the form of gunny bags and cloth; 15 per cent of the raw jute exported, and indigo, tea, etc., amounting in all to nearly \$22,000,000.

The value of the exports of Indian produce and manufactures in the last three years was distributed in the ratios stated below among the principal countries with which the trade is carried on:

Country.	1898-99.	1899-1900.	1900-01.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
United Kingdom.....	29.3	29.2	30.1
China.....	11.6	13.3	11.3
Germany.....	7.5	7.1	8.8
United States.....	4.9	7.2	6.9
Straits Settlements.....	5.2	5.2	6.6
France.....	7.1	6.3	5.7
Ceylon.....	3.8	3.9	4.6
Egypt.....	6.3	5.1	4.3
Belgium.....	4.3	3.2	3.4
Italy.....	3	2.5	2.9
Austria-Hungary.....	1.9	1.6	2.6
Japan.....	4.8	6	2

While the United States receives 6.9 per cent of the export trade of India, she has only 1.6 per cent of the import trade.

India's trade in merchandise, imports and exports, was distributed last year as follows:

Europe.....	\$385,345,600
Africa and adjacent islands.....	35,559,680
Asia.....	128,097,920
America.....	32,194,880
Australia.....	8,615,360
Total.....	587,813,440

Approximately two-thirds of the trade of India is with European countries, the United Kingdom receiving the lion's share; that country, indeed, controls from 44 to 45 per cent of the world's trade with India.

As I have urged in previous reports, American trade here might be largely increased by well-considered efforts on the part of our manufacturers and exporters.

In a report dated June 5, 1901,* I recommended the establishment by our manufacturers of a "museum of samples of manufactured goods" in Calcutta, which is the large distributing point of India, and said that it would increase their sales enormously in a very short time. I desire to again urge the importance of establishing such a museum, either by a combination of manufacturers, or by some enterprising business man who could get samples of the various goods manufactured in the United States and sell therefrom, and have the goods delivered direct to the purchasers.

R. F. PATTERSON,
Consul-General.

CALCUTTA, *August 20, 1901.*

TRADE OF BRITISH INDIA IN 1901.—SUPPLEMENTARY.

I have already reported on the trade for the year ended March 31, 1901 (the fiscal year of British India ends March 31), but I give below the increase and decrease of the principal imports and exports for the six months ended June 30, 1901, compared with the corresponding six months of 1900:

	Increase.	Decrease.
IMPORTS.		
Articles of food and drink, including sugar	\$2, 027, 261	.....
Hardware and cutlery	78, 968	.....
Machinery and mill work	165, 496	.....
Railway plant and rolling stock .....	.....	\$1, 015, 106
Mineral oil	1, 166, 128	.....
Cotton piece goods	5, 558, 708	.....
Other manufactures	2, 545, 043	.....
EXPORTS.		
Articles of food and drink .....	.....	3, 051, 555
Indigo .....	.....	146, 121
Cotton	7, 140, 629	.....
Hides and skins .....	.....	2, 796, 876
Jute	2, 522, 088	.....
Oil seeds	4, 754, 494	.....
Cotton yarn	1, 167, 709	.....
Jute bags and cloth	487, 729	.....

The southwest monsoon has brought rain throughout India, which assures a good harvest, larger exports, and increased trade during the coming year.

There has been no change in the tariff during the past 12 months. On general merchandise it is 5 per cent; on spirits and firearms it is higher, but all machinery is free. British India is now a gold-standard country, and the rate of exchange fixed by the government is 15 rupees to the pound sterling.

The country of origin is required to be marked on all packages of merchandise imported.

No passports are required in India, and commercial travelers are not asked to pay a license to do business. Duty collected on samples is refunded when they are taken out of the country.

* Consular Reports, No. 252, September, 1901.

The average time by direct steamship from New York to Calcutta is sixty days. Freight rates have been considerably advanced during the past year.

I have no suggestions to make that have not already been made in previous reports; but would again urge our manufacturers to make greater efforts to secure their share of the important trade of this country.

R. F. PATTERSON,
Consul-General.

CALCUTTA, *September 26, 1901.*

BOMBAY.

The following report is for the year ended March 31, 1901. The data are furnished by the governments of India and Bombay, and may be relied upon as accurate.

A karor is equal to 100 lakhs, or 10 millions, and a lakh is 100,000 rupees. The legal value of the rupee is 15 rupees to the pound sterling, or 1 rupee=1s. 4d. This has been about the average exchange on London during the past year, from which it has varied less than a farthing. This would make the rupee equal to about 32½ cents United States currency.

The ton used is the long ton of 2,240 pounds and the hundredweight equals 112 pounds.

Where values are given for purpose of comparison they are in rupees; otherwise, they are reduced to the standard of the United States.

BOMBAY TRADE.

The district of the United States consulate at Bombay includes all of the western half of India, and has for its two principal seaports Bombay and Karachi. The sea-borne trade of the port of Bombay for the year 1900-1901 amounted to 952,028,118 rupees (\$299,409,138), as against 1,033,027,391 rupees (\$336,233,902) in 1899-1900, showing a decrease of 8 karors and 10 lakhs of rupees, or nearly 8 per cent. The decline was almost entirely confined to the foreign trade, and must be ascribed to the combined influence of such untoward events as the famine, the plague, and the trouble in China.

IMPORTS.

The value of merchandise imported, exclusive of private treasure and government stores and treasure, amounted to 263,405,990 rupees, (\$85,606,947), being an increase of about 1 per cent over the total of the previous year. The items in which the largest increase was recorded were raw silk, silk manufactures, refined sugar, raw cotton, grain and pulse, metals and oils; the increase seeming, strange to say, to be in articles which pay duty. The articles which show large decreases are coal, cotton twist, and yarn, cotton manufactures, jewelry, machinery, railway plant and rolling stock.

EXPORTS.

The exports, including reexports of foreign merchandise and exports of Indian produce and manufactures—but exclusive of Government stores and treasure and private treasure—amounted to 271,677,963 rupees, or \$88,295,338. Bombay exports are classified under two headings—exports of foreign merchandise and exports of Indian produce and manufactures. The exports of foreign merchandise, which might more appropriately be designated the reexport trade, showed a diminution of nearly 2½ lakhs, or 1 per cent. The value of Indian produce exported indicated a decline of nearly 11 per cent. This is entirely due to the drought and consequent famine of 1899–1900, and the slenderness of the crops in the succeeding year. Even during the year under review, the famine continued to affect trade, not only within the Bombay Presidency, but in the neighboring provinces, which in good years, export their surplus products through Bombay.

TREASURE.

The imports of private treasure (not Government) were valued at \$31,724,699, as against \$47,577,655, and the exports at \$20,997,207, as against \$24,194,168 in 1899–1900.

IMPORTS OF MERCHANDISE.

The following table shows important articles, number, and value in dollars, in the import trade at Bombay for the year 1900–1901, compared with 1899–1900:

Articles.	Quantities.		Value.	
	1899–1900.	1900–1901.	1899–1901.	1900–1901.
Animals, living.....	3,708	4,409	\$426,360	\$580,056
Apparel, etc.....			1,737,327	1,715,561
Arms, ammunition, and military stores.....			166,491	109,151
Books and printed matter (including maps and charts).....	7,326	7,389	348,957	364,932
Building and engineering materials.....			176,682	173,130
Cabinet ware and furniture.....			114,249	139,021
Candles.....	948,405	1,069,100	86,430	107,651
Carriages and carts (excluding railway carriages), and parts thereof.....			398,771	307,067
Chemicals.....			451,918	521,846
Clocks and watches.....	number.. 158,600	144,421	288,407	271,166
Coal.....	816,355 tons..	77,389	1,946,409	581,338
Coffee.....	7,349 hundredweight..	4,578	70,200	54,022
Cotton:				
Raw.....	175,289 do.....	215,281	1,384,106	2,171,937
Twist and yarn.....	9,964,855 pounds..	5,781,130	1,724,063	1,306,567
Manufactures.....			24,462,717	21,843,764
Drugs, medicines, and narcotics (excluding chemicals).....			868,590	1,000,604
Dyeing and tanning materials.....			1,510,982	1,556,453
Earthenware and porcelain (excluding earthenware piping).....			221,556	196,891
Flax, manufactures.....			137,222	184,729
Glass and glassware.....			1,115,889	1,092,346
Grain and pulse.....	1,315,208 hundredweight..	1,631,837	2,024,756	2,604,345
Gums and resins.....	68,666 do.....	57,287	271,329	263,044
Hardware and cutlery (including plated ware).....			1,900,919	1,952,217
Hides and skins.....	13,715 hundredweight..	13,065	263,007	219,829
Hops.....	1,493 do.....	1,661	41,221	40,462
Instruments, apparatus, appliances, and parts thereof.....			503,848	524,004
Ivory, unmanufactured.....	pounds.. 168,447	257,366	840,807	616,167
Jewelry and plate of gold and silver.....			3,264,131	1,628,773
Leather and leather manufactures (excluding boots and shoes).....			361,074	294,496
Liquors.....	1,696,854 gallons..	1,637,436	1,664,226	1,576,432
Machinery and millwork.....			3,751,121	2,347,574

Articles.	Quantities.		Value.	
	1899-1900.	1900-1901.	1899-1901.	1900-1901.
Matches			\$376, 086	\$428, 621
Metals			4, 372, 628	5, 992, 344
Oils	16, 408, 804	26, 980, 186	2, 812, 788	4, 261, 728
Paints and colors			467, 920	508, 164
Paper and pasteboard			729, 190	759, 885
Provisions			2, 248, 615	2, 555, 908
Railway plant and rolling stock			5, 008, 894	1, 564, 676
Silk:				
Raw	1, 896, 710	2, 142, 281	1, 400, 546	2, 775, 258
Manufactured			2, 523, 564	3, 282, 888
Soap	58, 263	47, 789	254, 564	258, 055
Spices	14, 629, 152	11, 833, 649	790, 414	685, 681
Stationery (excluding paper)			427, 200	445, 504
Sugar, refined	1, 459, 716	2, 294, 678	5, 212, 750	8, 892, 402
Tea	2, 679, 250	4, 289, 414	438, 106	735, 447
Toys and requisites for games			221, 745	202, 808
Umbrellas (including parasols and sunshades) ..No.	1, 466, 448	1, 080, 512	439, 996	345, 798
Wood, teak and other timber	16, 142	25, 199	855, 390	575, 885
Wool:				
Raw	2, 213, 442	1, 855, 017	194, 746	167, 180
Manufactures			2, 085, 520	2, 356, 705
Articles (not specified) imported by post			1, 190, 595	1, 290, 808
Articles not enumerated			2, 079, 141	1, 847, 131
Total			85, 858, 504	85, 606, 947

PRINCIPAL IMPORTS.

Animals, living (mostly horses).—The imported English horses do not seem to be of a valuable breed. More than one-fourth of the horses imported came from Persia. Imports of Persian horses have regained the position lost in the earlier years of the plague; and the quality seems to have improved, as the price has increased. The trade from Turkey in Asia seems to be steadily declining, while that from Australia is getting a firmer hold of this market. Queensland horses do not seem to be satisfactory, and there is a heavy drop (of 216) this year. About 800 Australian horses have been imported by the Government for remount purposes.

Apparel.—There is a small decrease this year. The heaviest is in the imports from Austria-Hungary, mostly in Swiss embroideries and cheap Austrian hats. The decline in Russian imports is counterbalanced by the heavy increase in imports from Egypt, of which a considerable portion represents Russian goods—gold and silver lace transhipped in Port Said. The imports from China and Japan show a considerable increase, the diversion of goods to the Paris exhibition last year having caused only a temporary relaxation of the Bombay trade.

Boots and shoes.—There is a decline of about \$10,000 from the imports of last year. The falling off of the English imported shoes represented twice this decrease, the deficit being made good by Austria-Hungary and the United States, the latter having more than quadrupled its shipment of the previous year. There is a marked demand by the better classes for a superior shoe, in quality as well as in workmanship and style. The American last seems to be greatly growing in favor. The shoe is longer than the foot, which adds to appearance and comfort. The leather is soft and pliable, and shows highly improved methods in tanning. "Top" boots are little worn in this country. All low-quarter shoes are called shoes, and all shoes that come above the ankle are called boots. Hence a simple laced or buttoned shoe, in America termed a shoe, would be called in India a "boot."

Cabinet ware and furniture.—There was an increase of imports over last year; largely made by English and German shipments of bent-wood ware. A number of American roll-top desks have been sent on private orders. There is a large field here for American office and school furniture.

Carriages.—These show a decline of 23 per cent. The trade has steadily increased for the past five years till last year. A reaction was only natural and was probably due to the falling off in the imports of bicycles, with which the market seems to be overstocked. The decrease is distributed amongst most of the countries from which imports are received, except Germany, which shows a slight increase—about \$1,000. There was a decline of some \$78,000 in the English imports, \$9,000 in the American, and about \$3,000 in the Belgian. The “American wheel,” on account of its lightness, strength, and reasonable price, is well received and is much in use.

Clocks and watches.—The imports for the last two years were:

Countries.	1899-1900.		1900-1901.	
	Quantity.	Value.	Quantity.	Value.
France and Italy	96,668	\$199,389	83,238	\$184,679
United Kingdom	6,458	23,467	7,290	24,046
Germany	5,309	3,584	16,681	8,199
United States	22,862	36,285	23,094	37,117
Austria-Hungary	18,187	14,629	12,336	13,466
Other countries	2,271	10,216	1,787	2,825
Total	158,696	287,520	144,421	270,332

The trade in better-class articles from the United States and the United Kingdom has kept up. Any decline is in the cheap Swiss manufactures, which are shipped from various ports. Owing to the exhaustion in Switzerland of the previous year's stock and the dear-ness of materials necessary for manufacture there, clocks “made in Germany” and even watches have been largely imported, so that the total under this head is the largest since the year 1895-96.

Coal.—The following were the foreign imports for two years, con-
trasted with those from Calcutta:

Country.	1899-1900.		1900-1901.	
	Quantity.	Value.	Quantity.	Value.
	<i>Tons.</i>		<i>Tons.</i>	
United Kingdom	237,024	\$1,586,579	52,778	\$441,644
Japan	70,921	358,927	23,479	131,156
Australia	6,296	32,919	.....	.....
Total	314,240	1,928,425	76,252	572,802
Calcutta (Indian produce)	344,076	1,672,441	672,102	3,373,434

The imports of foreign coal are the lowest for the last decade, while the imports of Indian coal into this port have increased nearly six-fold during the past six years. Comparing the previous year with the present, the drop in English coal is about 71 per cent, in Japanese coal over 64 per cent, and the imports from Australia have ceased alto-
gether. The high prices, ruling from 20 to 25 per cent over those of

the previous year, partly explain the decrease in imports from the United Kingdom. The figures of the imports of Indian coal above given represent the quantity received into Bombay by sea. The figures of the rail-borne trade for the last quarter of the present year are not at hand, but judging by the receipts of the first three quarters, the distribution of Indian coal over the whole Bombay presidency is likely to nearly double that of last year. With the increasing facilities for the transport and distribution of Indian coal, its cheapness is sure to beat down all foreign competition. The quality obtained from Indian mines is improving gradually, as the lower strata of the mines are reached. The high freight rates prohibit the importation of American coal.

Cotton, raw.—The quantities imported during the past year from the various main sources were:

Country.	1900-1901.	
	Quantity.	Value.
United Kingdom	<i>Cwt.</i> 119,512	\$1,191,865
Egypt	81,878	446,502
Japan	11,664	117,965
Mekran	8,551	23,900
Persia	25,568	223,913
United States and other countries	18,118	198,402
Total	215,281	2,197,560

The increase shows that high prices were ruling throughout the year. It also testifies to the paucity of the Indian crops, which necessitated the importation of foreign staples to feed the mills, in spite of the fact that many of them worked "short time" during the year. More than half the quantity came from England, and represented American cotton. Imports of the Egyptian long staple were about 14 per cent less in quantity than in the previous year, though the value shows an increase of over 25.5 per cent. The peculiar feature of the year is the import of cotton from China and Japan, over a lakh (\$32,500) being received from the former and over 3½ lakhs from the latter. The political crisis in China and the chance of realizing good prices in Bombay explain the exports from that place. Japan, too, could not utilize her holdings, owing to the stoppage of her exports of yarn to China, and the financial stress that her mill industry was suffering made her take advantage of the high prices to dispose of her stock in India. The stock consisted of the low qualities which she had taken from India in previous years.

Cotton twist and yarn.—The heavy decline of 24.5 per cent is due to two causes: the high prices that have ruled, in sympathy with raw cotton, throughout the year, and the fact that exports of local yarn to China were stopped owing to the Boxer imbroglio. Many of the local mills, which in ordinary times would have been able to weave cloth from finer yarns, preferred to manufacture coarse cloths, such as shirtings and long cloths to meet the demand in the country, which could not be supplied from England, owing to high prices prevailing.

Cotton manufactures.—The following table shows the figures, under several subheads, for the year 1900–1901:

	Quantity.	Value.
Piece goods:		
Gray.....yards..	193, 820, 274	\$7, 157, 398
White.....do..	186, 326, 567	7, 564, 781
Colored.....do..	109, 305, 817	6, 285, 802
Canvas.....do..	28, 871	2, 625
Handkerchiefs.....numbers..	5, 664, 789	196, 525
Holseery, pure and mixed.....		258, 502
Lace and patent net.....yards..	1, 436, 982	108, 911
Rope.....pounds..	89, 898	15, 098
Thread, sewing.....do..	168, 999	101, 086
Other sorts.....do..	710, 304	187, 617
Total.....		21, 773, 358

This is a decline of over 10 per cent in cotton piece goods, and illustrates the result of the adversities which western India has had to face during the year. The after effects of the famine of 1899 continued to be felt during the whole year. Though the good rains of 1900 have gone a great way to relieve the acute distress from which western India was suffering, the masses have not yet accumulated sufficient means to enable them to purchase anything but the bare necessities of life. The high price of cloth also partly accounts for the decline. Owing to this cause, such distant provinces as the Northwest and the Punjab, which draw upon Bombay for their supplies, could not operate freely. The import of cotton piece goods is usually an index of the prosperity of the country, and the exceptional decline this year indicates that India has not yet recovered from the shock inflicted upon it by the recurrence of plague and famine. The imports of "gray" show a decline of 7 per cent in value. There was an increase, however, in "mulls" and "drills," mostly American "Pepperills" and T cloths; most of the latter are reshipped to Persia. The "whites" show an increase of 16 per cent over last year. The colored goods notably declined, owing to a stoppage of demand from Gujarat and Kathiawar, usually most prosperous districts, which suffered severely from the late famine. Of the total decline in imports of cotton piece goods, the bulk naturally fell to England. Yet the imports from the United States under "grays" increased \$86,000, and under "colored," over \$38,000 in value over the previous year. It is estimated that about 11 millions sterling (\$53,531,500) is invested in the cotton-mill industry in India, and that about 73 per cent of the mills are located in the Bombay presidency.

Manufactured tobacco.—Cigars seem to be going out of fashion, whereas cigarettes are becoming popular with most classes of natives. The increase is largely from the United States, the American Tobacco Company having placed some active representatives in Bombay to look after their interests.

Dyeing and tanning materials.—Under this head, there is an increase of nearly 3 lakhs, after a very heavy decrease in the preceding year. Aniline dyes seem to be finding favor here as they have done in Europe, both on account of their cheapness and their quick effects. These facts explain the heavy increase. Imports of the latter include a cheap popular dye known as Kongo red, in which Switzerland and Holland are successfully competing with Austria and Germany. Saf-

from shows an advance of about \$19,440. The prices in Spain have been low, owing to a good crop. The dealers here have taken advantage of this to replenish their stocks.

Grain and pulse.—There has been an increase of \$577,806, mostly in wheat from Australia, Turkey in Asia, and Persia, and in American and Danubian maize. To this figure must be added the imports of rice from Burmah, which showed an increase of \$6,052,310. The increase of the food grains above the abnormally heavy imports of last year indicates that the effects of the famine of 1899 have been acutely felt throughout the year, in spite of the rains of 1900.

Hardware and cutlery.—The value of the trade under this head, which includes sewing machines, with the chief sources of supply during the last eight years, was as follows:

Year.	United Kingdom.	Austria-Hungary.	Belgium.	Germany	United States.
1892-94.....	\$1,312,726	\$117,213	\$178,999	\$214,200	\$6,974
1895-96.....	1,352,881	164,181	94,786	287,907	15,749
1897-98.....	1,082,916	131,365	121,228	155,584	16,313
1899-1900.....	1,286,112	206,596	111,645	220,342	33,719
1900-1901.....	1,189,129	221,387	136,647	281,947	40,467

There has been a rise of \$52,037, which is spread over all the countries from which the goods are received, except the United Kingdom, which shows a decline of \$76,984. The largest increase is in German imports, which show an advance of \$61,605. Sewing machines declined 558, or \$6,879. This trade is gradually increasing, and the machines are being distributed over the whole country by the hire system, where they are not actually sold.

Machinery and millwork.—The decline of over 43 lakhs (\$1,393,200), though heavy, was anticipated from previous reports. The year's imports, though smaller than those of the year preceding, are still heavy, considering the sorry plight to which the mills in the Presidency were reduced, owing to the failure of the cotton crops in 1899 and to the China trouble, which entirely closed the only outlet for Indian yarn. The cotton crops for the year 1900, though showing an improvement over those of 1899, were not satisfactory, and prices went up by leaps and bounds in sympathy with the abnormal rise in American rates. In view of the dearth of raw materials, the absence of demand from China, and the adverse circumstances with which the mill industry has had to contend for years past, it is not a matter of surprise that there should be such a heavy decline in the imports of mill machinery during the past two years. Imports from the United Kingdom show a loss of 54 lakhs (\$1,749,600). Imports from the United States, though small, show an increase of 100 per cent and more.

Matches.—See report on matches, page 199, Consular Reports for October, 1901.

Metals.—The increase in metals is a welcome feature of the year's imports. Owing to high prices in Europe, merchants were able to get rid of their Indian stocks, and very little import business was done during the first six months of the year. Later on, the prices in the European markets gave way to a certain extent, and though the inquiry here was not very brisk nor was the advance in Indian prices sufficient to bring them on a level with English rates, yet buyers began to

replenish their stocks, with the result that this year's imports show an advance of 37 per cent. Copper shows an improvement of about 83 per cent. This is confined to copper—wrought, mixed, or yellow metal for sheathing, and sheets and other manufactures.

Iron and steel.—Six hundred and fifty-seven thousand hundredweight of iron and steel was imported into Bombay during the year, showing a rise of 27 per cent over the previous year. Iron, angle, bold, and rod have improved by half a lakh; iron, bar, by over 4 lakhs (\$129,600), thus recovering three-fourths of the heavy decline of last year. Hoop iron shows a decline of over 1½ lakhs (\$405,000), due to the absence of cotton baling consequent on small crops. Pipes and tubes suffer to the extent of 8½ lakhs (\$1,134,000), due to the paralysis of sanitary and other improvements on account of bad times. Sheets and plates, both galvanized and tinned, show considerable improvement, as does also iron wire. Steel bar shows the very large increase of nearly 6 lakhs (\$194,400); steel hoops and plate and sheet also indicate a considerable increase. Of iron and steel together, the imports from the United Kingdom have declined by 121,101 hundredweight, or 17 per cent, whereas Belgium has increased her exports to Bombay by 265,821 hundredweight, or 97 per cent. This year's imports from the United Kingdom are the lowest of any during the past decade.

Oils.—There is a substantial increase of over 44½ lakhs (\$14,418,000) this year. All the different kinds of oil show an increase, except cocanut oil, and this diminution is confined to Mauritius.

In kerosene, the American oil has declined by 563,546 gallons, or by 36 per cent, as, except the higher quality, viz, 150 degrees Snowflake, it can not stand competition with the Russian oil, particularly as freight from New York is very heavy. As long as kerosene oil was used in India almost exclusively by Europeans and by the wealthier classes of natives in the towns, American oil had the preference, since it is better, and the difference in price is not to the consumer so material a consideration as the difference in quality; but the native consumer of the poorer classes is content with an inferior quality at a lower price. A considerable quantity of American oil which used to be shipped to Zanzibar from Bombay is now shipped directly to the former place, though in less quantities than formerly, as its place has been taken by the cheaper Russian oil. There has been an exceptionally heavy increase in Russian oil in bulk, amounting to 6,497,886 gallons, or 145 per cent. The increase in Russian oil, in cases, has amounted to 3,849,978 gallons, or 43 per cent. Kerosene is being more and more used throughout the country, and unless checked by scarcity, as in 1899, the trade in this article is bound to expand every year. Several depots have been opened on the seaboard to afford facilities for meeting the growing demand.

Kerosene for fuel has been tried and found satisfactory. Its smokeless character is a great advantage, but as importers are unable to guarantee regular supplies, extension in this branch is not likely at present.

Paper and pasteboard.—This heading shows a total increase of 95,000 rupees (\$30,780). Printing paper has improved to the extent of 109,161 rupees (\$35,368). There is an advance in writing paper and envelopes of 118,150 rupees (\$38,280.)

Provisions.—Show an increase of 14 per cent. Salted fish, which were so largely imported from Muskat, Mekran and Sonmiani last

year, have declined over 30,000 rupees (\$9,720). There is an increase of 338,987 rupees (\$109,832) in dates, Arabia, Persia, and Turkey in Asia all contributing thereto. The Arabian crop seems to have been very full during the past two years, the increase in the imports from Muskat, 275,680 rupees (\$89,320), being especially remarkable this season. In preserved fruits and vegetables, Persia takes the lead, and has increased her imports of last year by \$20,221, chiefly under the head of almonds. France shows a decline, to the extent of \$28,699, in almonds.

Railway materials.—There is an abnormally heavy decline of about 1 karor and 6 lakhs (\$3,434,400) this year. This is partly explained by the inclusion of the railway plant and rolling stock for the G. I. P. Railway under the head of government stores since September, 1900, i. e., for seven months of the year, the government having taken possession of the railway at that date. Again, owing to the financial stress to which the country has been subjected by repeated calamities of plague and famine, neither government nor private enterprise could invest much capital in railway extension, and the drop in railway material, though heavy, is perfectly intelligible. As will be seen, the decline affects every description of railway material. Under this head, the United States revived her trade by shipping to this port \$125,000 worth.

Silk, raw.—There is a satisfactory increase, in quantity of 743,571 pounds, or 53 per cent, and in value of 85 per cent. This makes the year one of the best of the last five, and brings it nearer the figures of 1895-96, which was an exceptionally heavy year. The bulk of the trade is with Hongkong and Shanghai. Such heavy imports, in spite of the high prices, prove that Bengal silk is unable to cope with the demand of the country.

Silk manufactures.—There was about a karor (\$3,240,000) worth of manufactured silk goods imported last year, principally from China and Japan, France, and Italy. This was the largest importation during the past five years.

Spices.—These show a decline of over 19½ per cent. The drop in betel nut (largely used by the natives in their "Pan Supari" or "Chew") is explained by the fact that, owing to good crops on the Malabar coast and in other localities there was no demand for the inferior article from the Straits Settlements.

Stationery.—There is a further rise in this article of 26,322 rupees (\$18,248). The bulk of the trade is confined to England and Austria, United States shipments were nearly double those of any previous year.

Sugar, refined.—The receipts from the principal sources of supply for the past two years were as follows:

Country.	1899-1900.		1900-1901.	
	Quantity.	Value.	Quantity.	Value.
Austria-Hungary.....	<i>Cwt.</i> 178,067	\$619,274	<i>Cwt.</i> 294,911	\$1,154,715
Germany.....	121	772	48,154	154,556
Mauritius.....	1,154,867	4,012,089	1,742,694	6,219,454
HongKong.....	119,191	469,066	188,945	768,370

There is a remarkable rise this season, the imports reaching the largest amount ever known. Drought usually affects the cane crop for two years. It was, therefore, calculated that the famine of 1899 would affect the production of refined sugar to the extent of 1,000,000 hundredweights. The excess in imports, therefore, is within the mark.

Tea.—The following table shows the quantity and value of the imports from the chief sources of supply for last year:

	Quantity.	Value.
	<i>Pounds.</i>	
Ceylon, black.....	1, 298, 064	\$150, 476
Hongkong:		
Black.....	180, 888	32, 616
Green.....	2, 188	266
Treaty ports:		
Black.....	355, 582	108, 497
Green.....	1, 990, 109	810, 609
Java, black.....	431, 456	181, 508
Other places.....	16, 182	4, 211
Total.....	4, 269, 414	733, 183
Calcutta.....	3, 662, 788	582, 090

There is a rise of 68 per cent in imports from foreign countries, and in addition, the imports of Indian tea from Calcutta show an advance of 54 per cent. The figures for this year are the highest since 1896-97. The imports of tea have been falling off steadily for the last few years, chiefly owing to the Russian subsidized steamers carrying the tea directly from Ceylon and China to the Persian Gulf ports, transshipment at Bombay being thus rendered unnecessary. Persia is the largest consumer of Ceylon black and China green tea. Against the heavy imports of this year, the exports of foreign and Indian tea have increased to the extent of 739,376 rupees (\$239,558), of which the share of the Persian ports is 90 per cent. The increase in imports is no doubt influenced by the development by the government of India of the Quetta-Nushki-Meshed route, which, though longer than the Bander Abbas road, affords better facilities and is, on the whole, cheaper for the carriage of goods from India to central and northern Persia.

Umbrellas.—Rain or shine, everyone carries an umbrella in India. There were more than a million umbrellas imported into this port during the year. They were mostly of the cumbersome wooden frame, cotton stock kind made in England, and retail for a rupee (32½ cents). The steel-frame American umbrella would doubtless meet with much favor here, if introduced to the trade.

Woolen goods.—There is a further advance of about 16 per cent over last year. The imports are the largest since 1894-95. German imports show a heavy rise, especially in shawls. These are gaining in popularity. They are subsequently embroidered by hand at Amritsar and other places, and are replacing the “cashmere” shawls, which were formerly made entirely by the hand loom. The German article is favored not only on account of its cheapness, but because of its soft and even texture and finish. Rampore shawls, “made in Germany,” form not a small portion of these imports.

Articles imported by post.—These show an increase of 308,349 rupees (\$99,805), and bear testimony to the steadily growing popularity of the parcels-post system.

EXPORTS OF MERCHANDISE.

I. EXPORTS OF FOREIGN MERCHANDISE.

There was reexported from Bombay during the year \$7,165,940 in foreign merchandise, being \$79,152 less than the previous year. The recent tendency of this trade has been to shrink. This tendency, due to direct shipments from Europe to the Persian, Arabian, and African coasts, is accentuated by the fact that the plague has been raging in Bombay in a virulent form since 1896. But the results of the last two years, though they show a continuance of the downward trend, are not so unsatisfactory as in previous years.

The chief countries to which reexports are made and the value of the total trade recorded in the case of each during the two years, 1899-1900 and 1900-1901 were as follows:

Country.	1899-1900.	1900-1901.
United Kingdom	\$824, 169	\$696, 613
British East Africa (including Mombasa, Zanzibar, and Pemba)	615, 558	522, 339
Portuguese East Africa	386, 441	485, 429
Aden	456, 942	429, 354
Arabia	777, 789	781, 946
Ceylon	287, 782	326, 957
China	457, 555	316, 381
Persia	2, 361, 775	2, 588, 251
Straits Settlements	715, 390	581, 599
Turkey in Asia	474, 384	516, 142

The principal articles of the trade and their value were:

Articles.	1899-1900.	1900-1901.
Apparel	\$271, 480	\$311, 949
Coffee	68, 443	16, 745
Cotton twist and yarn	291, 981	197, 762
Cotton manufactures	3, 787, 527	3, 552, 528
Gums and resins	282, 546	187, 006
Hardware and cutlery	197, 714	232, 213
Ivory, unmanufactured	136, 194	116, 617
Metals	898, 498	466, 415
Oil, kerosene	35, 784	178, 996
Provisions	369, 806	300, 429
Silk goods	143, 735	165, 245
Sugar, refined	846, 898	230, 788
Tea	273, 780	424, 621
Woolen goods	120, 365	138, 988

Of the total reexport trade, cotton goods and cotton yarn alone represented nearly 48 per cent. The bulk of the trade consists of colored piece goods, exports of which suffered greatly in sympathy with the falling off in imports. There was a marked decline in exports to Aden, Arabia, the Persian Gulf ports, and the Straits Settlements. The articles which showed increases were metals (chiefly copper and tin), tea (chiefly exported to Persia and Turkey in Asia), and kerosene oil (chiefly exported to Arabia, Ceylon, Persia, and Turkey in Asia). There was a heavy decrease in the shipments of coffee to Arabia and Persia, and in shipments of gums and resins to Belgium. Germany and Hongkong also suffered. Provisions, fish maws, and shark fins were exported in less quantity to China, and exports of sugar to Arabia, Persia, and Turkey in Asia were very limited.

Cotton, raw.—The distribution of this staple for the year under review was as follows:

Country.	Quantity.	Value.
United Kingdom	<i>Cwt.</i> 198, 206	\$1, 656, 870
Austria-Hungary	315, 258	3, 015, 025
Belgium	360, 682	3, 208, 086
France	226, 328	2, 177, 910
Germany	382, 472	2, 890, 086
Italy	308, 645	2, 854, 272
Spain, other ports	43, 090	410, 264
China:		
Hongkong	54, 379	519, 089
Treaty ports	6, 681	65, 040
Japan	566, 282	5, 839, 752
Other places	31, 963	301, 392
Total	2, 443, 985	22, 436, 986

There is an advance in price of \$144,007, but it is entirely due to the price of cotton having gone up during the year by about 30 per cent. The decline in the actual quantity of the export shipments is 560,323 hundredweight, or nearly 18½ per cent, which makes it lower than even the exceptionally small export of last year. China and Japan, particularly the latter, which is a large buyer of Indian cotton, show a decline between them of over 2½ karors (\$8,916,000).

As has been observed elsewhere, this is the first year in the history of the cotton industry that China and Japan, instead of importing their usual quota of Indian cotton, have exported cotton to India. The exports from Bombay were spread over the United Kingdom and other European countries which draw their supplies from India. Exportation became possible owing to the inability of the local mills to consume the usual quantity during the greater part of the year.

Cotton and mill consumption.—Both in imports and exports the present is the lowest year on record, not omitting even the year 1896-97, and the consumption of cotton by the mills would have been still less had not such exceptional circumstances as the small crop in India and the relatively small crop in America sent up the price of cotton and made the coarser cloths of Manchester comparatively dearer than those produced here. Thus the absence of demand for yarn from China was to a limited extent made up by the Indian demand for cloth, and the weaving mills were enabled to continue working for a longer time than would otherwise have been the case.

Cotton twist and yarn.—There is a heavy decline of 105,629,812 pounds, or 48 per cent in quantity, and 36 per cent in value. The intervention by European powers in China, in consequence of the political trouble, accentuated the depression by stopping the consumption of yarn altogether for some time. This, added to the high price of cotton and of other materials, such as coal, etc., seriously interfered with the working of the mills, and as a result, the exports were smaller than at any time during the past five years. There was an appreciable improvement in the exports to most of the places which draw on India for their supplies.

Cotton manufactures.—The value of the trade this year shows a decline of 14 per cent. The most important item is gray piece goods. Though the decrease in exports was heavy, the weaving mills did not

fare so badly as the spinning mills, as their output was larger than last year's, a good portion of it having supplied the place of the English cloths usually imported for Indian consumption. The countries which show appreciable increases in imports of Indian cloth are Abyssinia, German East Africa, Mauritius, Persia, and Turkey in Asia. The heaviest fall in exports is to British East Africa and China. Exports to Arabia decreased by about \$30,000.

Opium.—There is a fall of 261 hundredweight, or 209 chests, but an improvement in value of \$925,000. As was anticipated, the Malwa crop was much smaller and, consequently, brought a better price than even that of last year.

Tobacco.—There is a further drop of 18 per cent. Aden, which is the distributing center for this article for the interior of Arabia and the ports on the opposite side of the Red Sea, does not seem to have exhausted its old stocks. There has lately been a tendency at Aden to manufacture cigarettes, and this may account to some extent for the lessening demand for Indian tobacco.

Indigo.—The exports this year show a decline. The decrease in shipments to the United Kingdom is about \$94,250. Last year's heavy decline in Persian trade is more than made up for in the year under review by an exceptional increase amounting to more than \$130,000. Persia still prefers to buy well-known dyes, and does not care for what it considers cheap, worthless stuffs. In addition to exports by sea, there is every probability of a considerable quantity of Indian indigo finding its way into Persia by the new overland Quetta-Nushki-Meshed route.

Myrabolams.—These show a decline of about \$110,000.

Grain and pulse.—The comparative details for two years are given below:

Articles.	1899-1900.		1900-1901.	
	Quantity.	Value.	Quantity.	Value.
Barley	Cwt. 12,063	\$15,683	Cwt. 9,359	\$13,251
Gram	12,200	16,848	7,761	13,482
Jowari and bajri.....	444,130	506,624	76,886	116,015
Pulse	92,223	140,592	52,496	101,689
Rice, not in the husk.....	612,356	1,102,863	572,876	1,022,607
Rice flour.....	1,106	2,833	1,914	4,368
Wheat	2,310,535	3,145,711	24,070	52,956
Wheat flour.....	448,809	1,008,924	878,516	910,103
Other sorts.....	8,607	9,925	5,543	7,006
Total.....	3,942,061	5,960,067	1,123,873	2,242,071

The drop of about 63 per cent shows that the rains of 1900 could only partially mend the effects of the drought of 1899. There is a decrease of \$380,000 in jowari and bajri (millet), the crops of 1900 not being near the average of a normal year. Wheat again shows a heavy decline amounting to \$3,093,000. The high level of prices of all food stuffs made the export of wheat impossible, and the product, though better than in the previous year, was wanted for local consumption. The prices ruling for Indian wheat were so high that it paid some of the flour mills to purchase Australian wheat, and a new feature in the wheat trade was the import during the year of New South Wales wheat

amounting in weight to 81,830 hundredweight and in value to \$133,030. Wheat flour declined to the extent of about \$100,000.

Hemp.—There is a further increase of about 5 per cent. The prices have been steady. The largest increase in exports this year is to Germany, and the greatest decline is to Belgium.

Hides and skins.—The figures for the last two years were:

	1899-1900.		1900-1901.	
	Quantity.	Value.	Quantity.	Value.
<i>Hides:</i>				
Raw	<i>Out.</i> 85,836	\$721,943	<i>Out.</i> 209,779	\$2,134,643
Dressed or tanned	26,814	564,693	33,301	719,693
<i>Skins:</i>				
Raw	91	1,922	920	18,771
Dressed or tanned	41,109	2,114,356	48,063	2,627,246
Total	123,860	3,370,414	292,063	5,400,343

The rise in exports assumes phenomenal proportions and testifies to the terrible mortality among the cattle, due to the effects of the famine and drought of 1899. All the subheads show enormous increases. The better classes of skins go to the United States, some by direct shipments, but many by way of Europe.

Horns.—For the same reason, these show an increase of 5,034 hundredweight, or 11 per cent, and 8½ per cent in value. The largest increase is in exports to Germany, Belgium coming next.

Jute manufactures.—The trade in gunny bags is steadily increasing, the exports this year rising 12½ per cent. Though not an indigenous manufacture of the Presidency, commercial facilities attract a large quantity of gunny bags to Bombay, and latterly a fair amount has been imported into Bombay for export purposes. This year, the largest quantity, 45 per cent of the whole exports, was taken by Turkey in Asia, though the value was less than last year's. Persia comes next, with an improvement upon last year's figure.

Animal bone manure.—There is an increase of 13 per cent over last year. The gain in exports for the last two years testifies to the great havoc played among live stock by the continued prevalence of distress throughout the Presidency. The trade in this article is of recent growth; and what was previously regarded as rubbish has become a source of wealth.

Metals.—The enormous rise of nearly \$618,000 is an eloquent testimony to the straits to which the poorer classes have been reduced by the acute distress prevailing all over western India, which has compelled them to part with their copper vessels. The exports have also been swollen by a huge quantity of Baroda copper coins which were thrown on the market by the high prices realized at home, and the failure of a coinage experiment at Baroda.

Oils.—There is a rise in value, which is almost entirely confined to essential oils. The quantity of vegetable oils is reduced by about 12 per cent, though the value has kept up to the level of last year, in spite of this reduction in quantity, a result due to the scarcity of oil seeds and the high prices ruling for them.

Seeds.—Exports have been:

Seeds.	1899-1900.		1900-1901.	
	Quantity.	Value.	Quantity.	Value.
Aniseed.....	<i>Cwt.</i> 2	\$10	<i>Cwt.</i> .....	.....
Assalia.....	379	900	133	\$343
Azma.....	3,445	6,380	4,641	14,287
Coriander.....	2,181	7,072	2,749	9,161
Cummin.....	7,326	45,197	9,028	63,961
Cummin, black.....	81	141	32	150
Fennel.....	8,217	9,119	3,769	12,713
Niger.....	1,477	2,182	5,804	12,898
Sowa.....	366	777	455	1,069
Castor.....	719,678	1,386,718	819,179	1,965,499
Cotton.....	19,449	14,764	198,766	158,502
Earth-nut.....	23,904	50,678	28,960	75,413
Linseed.....	1,494,651	8,204,082	967,610	2,881,850
Mustard.....	36,062	121,887	31,180	98,478
Mowa or Mowra.....	358,063	479,369	31,958	53,399
Poppy.....	570,958	1,207,044	441,810	1,217,028
Rape.....	1,887,316	8,710,736	961,640	2,371,406
Til or jinjili.....	1,783,254	4,780,684	1,578,064	3,283,197
Other sorts.....	15,545	32,298	15,451	48,478
Total.....	6,927,334	15,009,498	5,140,516	13,280,916

The exports of seeds show a further decline of 1,786,818 hundred-weight, or 26 per cent in weight, and 12 per cent in value. The enormous drop during the past and present year in the staple exports indicates the disastrous effects of the famine and scarcity which have affected not only the Presidency, but the other provinces which contribute their quotas to the export trade from Bombay. The result would have been still more disastrous had not prices throughout the year ranged from 25 to 40 per cent higher than usual.

Spices.—These show an increase of 19 per cent. Cardamoms are down by over \$16,500, owing to a bad crop. Ginger and pepper between them show an improvement of about \$115,000.

Tea.—The export of Indian tea shows an improvement of 26½ per cent. The chief centers to which exports are made from Bombay are Persia and Asiatic Turkey, which show an increase of 38 per cent and 24½ per cent, respectively.

Teak wood.—This shows a small advance, but the heavy decline in ornamental sandal is probably due to lack of inquiry from China, which principally takes this wood.

Wool, raw.—The stocks left from earlier years were exhausted in 1899-1900, and the effects of the drought and scarcity in Marwar and central provinces are seen in the very small imports into Bombay. The result has been that the exports in this industry suffered to the extent of about 42 per cent. The decline is entirely confined to shipments to the United Kingdom.

Woolen manufactures.—These mostly consist of carpets and rugs and show an advance of \$67,274. The United States and the United Kingdom monopolize the trade, exports to the United States this year being increased to the extent of \$72,349.

SHIPPING ENGAGED IN FOREIGN TRADE.

The following table shows the total number and tonnage of vessels (steam and sailing) which entered and cleared at Bombay with cargo and in ballast from and to foreign countries during the past two years:

	1899-1900.		1900-1901.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
Entered	818	1,269,198	804	1,161,246
Cleared	690	1,006,821	669	875,282
Total	1,508	2,276,014	1,473	2,036,478

Total number and tonnage of vessels of each nation that entered and cleared in cargo and in ballast from and to foreign countries at Bombay during the year 1900-1901.

Nationality.	Entered.		Cleared.	
	Number.	Tons.	Number.	Tons.
British	389	816,482	266	576,987
Native	106	9,759	134	12,827
Austro-Hungarian	36	84,569	36	87,490
Danish	2	2,667	2	2,892
Dutch	1	1,291		
French	55	69,806	57	69,807
German	45	78,043	21	80,600
Italian	26	57,322	27	59,810
Norwegian	5	4,862	2	1,888
Portuguese	1	127	2	217
Arabian	187	16,428	124	16,024
Japanese	9	19,800	8	17,744
Persian	1	90		
Turkish			1	91

Trade with the United States at Bombay.

Year.	Imports into Bombay.	Exports to United States.
1895-96	\$888,701	\$104,052
1896-97	1,660,598	110,981
1897-98	2,083,268	154,593
1898-99	1,206,961	165,622
1899-1900	1,348,061	278,636
1900-1901	1,610,828	378,159

Kerosene oil, formerly a principal item of import, has declined to a small figure, Russian oil having taken the place of the American product in the Bombay market; but the decrease under this head was more than balanced by the large imports of American maize, forwarded for famine relief work. There was a notable increase in cotton piece goods (gray) and a revival of the trade in rails and fish plates of steel and iron.

Under exports, there was a considerable trade in apparel, cabinet ware, cotton goods, fish maws and shark fins, raw and dressed skins, and carpets and rugs. The increase was especially large under carpets and rugs and skins.

Exports from India, at the port of Bombay, to the United States during the year ended March 31, 1901, compared with the four preceding years.

INDIAN PRODUCE AND MANUFACTURES.

Articles.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-1901.
Apparel (including haberdashery, etc., but excluding hosiery).....	\$9,867	\$13,144	\$13,311	\$26,608	\$43,606
Cabinet ware and furniture.....	9,304	11,618	6,761	7,351	13,618
Cotton:					
Manufactures—					
Piece goods, colored, printed or dyed	3,174	6,714	3,929	16,020	13,964
Other sorts.....	566	1,740	1,186	1,736	6,857
Gums and resins, Arabic				5,259	82
Hides and skins:					
Hides, dressed or tanned					125
Skins, raw.....	5,915	15,707		325	7,434
Skins, dressed or tanned					39,065
Jute manufactures, gunny cloth				12,849	
Mats and matting		292	8,567	2,009	3,910
Metals:					
Brass.....	7,902	4,081	2,543	8,732	6,286
Copper.....	906				
Unenumerated			3		
Provisions:					
Fish maws and shark fins.....	8,633	9,767	9,550		13,196
Other sorts of provisions	2,598	2,020	6,257	6,482	7,136
Seeds, essential:					
Ajma.....			60	12	234
Sawa or dil.....				89	130
Mustard.....	3,360				
Other sorts	8		33	36	
Spices:					
Cardamoms					146
Chillies.....	325			16,708	
Other sorts				300	
Toys and requisites for games.....	2,333	7	677	1,907	
Wood:					
Ornamental, sandal.....	2,082	4,725	2,080		325
Manufactures of.....	488	1,536	2,868	2,596	1,535
Wool:					
Raw.....				2,625	8
Manufactures—					
Carpets and rugs.....	47,393	76,086	111,467	157,067	225,490
Piece goods.....	4			45	200
Shawls	397				
Other sorts					3
Total	104,201	147,335	164,257	269,787	380,196
All other articles of merchandise:					
Unmanufactured.....	2,980	1,479	780	120	1,843
Manufactured.....	3,200	7,510	2,057	1,621	3,551
Total	110,381	156,324	167,094	271,528	385,592

FOREIGN MERCHANDISE.

Books and printed matter (including maps and charts)	\$1,146	\$114	\$350	\$6,697	\$1,042
All other articles of merchandise:					
Unmanufactured.....		25			890
Manufactured.....	2,350	2,095	2,426	2,428	694
Total	3,496	2,233	2,775	9,125	2,537
Grand total of foreign merchandise and Indian produce and manufactures	113,827	158,558	167,869	280,653	388,160

Imports from the United States into India, at the port of Bombay, during the year ended March 31, 1901, compared with the four preceding years.

Articles.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-1901.
Apparel (including haberdashery, millinery, etc., but excluding hosiery):					
Apparel	\$3,891	\$3,873	\$4,019	\$4,843	\$6,521
Boots and shoes	887	100	1,340	781	3,270
Art. works of	184	218	1,356	542	.....
Books and printed matter (including maps and charts)	7,570	3,992	2,499	8,413	10,674
Cabinet ware and furniture	2,100	232	1,579	.....	.....
Carriages and carts (excluding railway carriages and parts thereof)	6,898	14,795	53,157	29,417	19,448
Clocks and watches	29,508	25,380	29,822	37,531	37,231
Coal	.....	.....	.....	12,822	.....
Cotton:					
Raw	.....	3,825	7,497	1,265	26,204
Manufactures—					
Piece goods—					
Gray (unbleached)	275,420	363,475	118,201	185,950	266,467
White (bleached)	5,922	4,348	7,784	4,113	2,808
Colored, printed or dyed	766	1,605	2,708	17,714	55,537
Hosiery, pure and mixed	.....	.....	.....	5	8
Other sorts	13	5	114	25	1
Drugs, medicines, and narcotics (excluding chemicals):					
Aloes	.....	.....	50	.....	.....
Other sorts of drugs and medicines	6,984	5,413	5,635	10,397	9,511
Tobacco—					
Unmanufactured	.....	894	787	3,986	3,767
Manufactured—					
Cigars	20,273	18,212	36,070	33,147	5
Cigarettes	.....	.....	.....	8,988	51,057
Other sorts	16,377	10,865	13,066	21,056	17,124
Grain and pulse:					
Grain	.....	.....	.....	.....	1
Pulse	.....	.....	.....	.....	8
Wheat	119,313	.....	.....	.....	.....
Other sorts	82,365	.....	.....	.....	215,746
Gums and resins, resins	.....	.....	198	9,950	1,827
Hardware and cutlery (including plated ware):					
Cutlery	.....	19	4	141	210
Hardware—					
Agricultural implements	.....	.....	.....	170	.....
Other implements and tools	222	130	658	5,173	7,206
Sewing machines	182	28	276	998	788
Other sorts	21,770	16,007	29,300	26,210	32,888
Hops	.....	.....	.....	3,665	.....
Instruments, apparatus, appliances, and parts thereof:					
Musical	3,008	3,555	10,636	25,497	3,348
Photographic	.....	.....	169	1,233	801
Scientific, philosophical, and other kinds	1,994	6,447	17,121	21,687	30,096
Leather:					
Unwrought	1,282	.....	1,082	1,538	1,938
Manufactured—					
Saddlery and harness	189	70	33	129	140
Other sorts (excluding boots and shoes)	22,171	1,520	11,987	9,410	4,593
Liquors:					
Ale, beer, and porter	271	.....	.....	51	77
Spirits—					
Brandy	.....	.....	8	.....	11
Whisky	.....	164	2	1,091	682
Gin	.....	.....	2	.....	.....
Liqueurs	.....	.....	.....	38	91
Spirits used in drugs, medicines, or chemicals	9,008	16,896	14,430	17,265	23,293
Perfumed	5,508	2,869	4,687	6,204	3,916
Wines, other sorts	.....	3	2	.....	46
Machinery and millwork:					
Steam engines and parts, other sorts	5,887	571	6,900	5,469	15,690
Other sorts of machinery	.....	11,863	614	3,295	187
Metals:					
Brass	.....	1	.....	.....	.....
Steel	33	2,408	83,299	137,789	123,898
Iron	2	4,759	5,709	35,341	45,550
Lead	.....	.....	.....	.....	1
Unenumerated	26	.....	225	434	7
Oils:					
Animal	.....	.....	.....	85	.....
Essential	.....	.....	20	.....	62

Imports from the United States into India, at the port of Bombay, etc.—Continued:

Articles.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-1901.
Oils—Continued.					
Mineral—					
Kerosene in cases	\$382,914	\$1,002,916	\$512,546	\$305,956	\$184,948
Other kinds	110,363	178,826	150,127	190,833	223,319
Vegetable, not essential, other sorts				81	142
Paints and colors	1	8	496	580	1,991
Painters' materials		29	145	4,561	1,017
Paper and pasteboard:					
Printing paper	208	7,080	10,270	1,017	971
Other kinds	76	7	1,684	149	432
Printing and lithographing materials	853	34	730	1,417	5,207
Provisions:					
Bacon and hams		45	11		35
Butter			1		48
Cheese					81
Fish maws and shark fins				17	
Fish, dry, salted					1
Fruits and vegetables, dried, salted, or preserved, other sorts		21	284	509	239
Other sorts of provisions	3,851	1,757	2,615	3,500	7,776
Railway plant and rolling stock:					
Carriages and trucks, and parts thereof				95	
Locomotive engines, tenders, and parts				148,984	
Materials for construction—					
Rails and fish plates of iron and steel			104,628		118,493
Other sorts		1,810	180		
Stationery (excluding paper)	3,299	8,796	7,354	9,437	16,166
Toys and requisites for games	3,122	849	6,831	1,945	5,056
Wood:					
Other timber	308			205	742
Firewood	50	67	17		24
Ornamental					40
Manufactures of wood	1,230	1,589	3,847	3,957	2,455
Total	1,691,503	1,745,397	1,226,355	1,466,764	1,592,786
Silver bullion			394,019		
All other articles of merchandise:					
Unmanufactured	13	645	1,225	1,695	1,124
Manufactured	9,357	5,880	9,602	14,169	16,418
Grand total	1,702,972	1,753,070	1,631,949	1,482,627	1,610,328

It seems only proper to state that the articles and values as given in the foregoing table do not represent the entire trade of Bombay with the United States, but only what is declared by the Indian customs authorities. The shipments between the United States and Bombay are all made in foreign ships, and the great bulk is transhipped in England or on the continent of Europe. Here, the goods often lose their national identity, and are given in trade returns as the productions of the country of transshipment. For instance, during the year under review, England was given by the trade returns the full credit of importing into Bombay a very large quantity of raw cotton, to the value of \$1,195,544. England does not grow a boll of cotton, and I found, upon examination, that every pound of this came from America and was simply transhipped there. There are many like instances. If the United States were given full credit in trade returns, her total imports and exports at this port would be remarkably increased.

ADVICE TO EXPORTERS.

There has been a strong tendency of late to do business direct with the native importer. The setting aside of old and established houses at this port promises a slight advantage in saving a commission, but

it has, on the other hand, some serious disadvantages. In India, no law exists for the registration of firms, and information regarding their standing is not always obtainable.

American houses should be careful in opening business relations with native firms. The best way to further our trade in this market is to send intelligent and reliable persons to study the local wants and requirements, and to establish agencies, or, still better, branch houses. This may be a little expensive at first, but it will pay in the long run. Two or three noncompeting houses could join in sending a representative, where the business would not warrant the expense of doing it singly. A reliable American agent or representative of an American house can do more business in six weeks than can be done by catalogues and price lists in ten years. The Standard Oil Company, the American Tobacco Company, the Vacuum Oil Company, and a few others have their own representatives here. The New York Export and Import Company has a branch established in this city. I am informed that they are all well satisfied with results.

German houses put their most skilled and most reliable representatives in the field here. It is the only satisfactory way of doing business with this country.

This office received many hundreds of letters from America during the course of the year in regard to various kinds of business, the standing of firms, sale of goods, the securing of local agents, the collection of debts, loss of shipments, refusal of acceptance of goods by native firms, etc., which leads me to believe that many of our American houses are taking too many chances in doing business with this country.

ELECTRICITY.

Bombay is still lighted by gas, and her street cars are run by horse power. Only a few electric plants are yet established. There is a good opportunity here for American firms in the electric line.

AUTOMOBILES.

There are very few automobiles in use in this place. The roads are excellent and this should be a good field. Mr. J. N. Tata, a wealthy Parsee business man of Bombay, informs me that he is bringing out from England steam (oil fuel) automobiles, to be run as an experiment between Poona and Mahableshwar, the two hill stations where the people of Bombay and the governor spend the hot season of the year. The hill station of Mahableshwar is now reached by railroad to Poona (120 miles); then by a slow-going meter-gauge railroad for seven hours (68 miles); then by stages and bullock cart for 40 miles. By a direct macadamized road of 70 miles, Mr. Tata proposes to cover the distance in at least five hours. While this is an experiment, it will doubtless prove a success and a wonderful improvement over the present means of travel. There are many such opportunities in India for the enterprising American concern that will send its personal representatives to exploit the field.

THE AMERICAN LOCOMOTIVE.

Many articles, doubtless inspired from London, have been published in the daily papers, reflecting unfavorably upon the locomotives of American manufacture which have been supplied to the railroads of India. It was to be expected that the introduction of these locomotives would meet great opposition, and be accompanied by efforts to show their relative inferiority; yet the bitterness of the tone of some of these criticisms has been a surprise. The comparative economy of the British and American locomotive in India is not an easy question to determine, as there seems to be little reliable data upon which a conclusion can be based. Statements giving the cost of fuel, oil, and repairs for either type have several times been published, but these items by themselves mean nothing, unless coupled with the all essential unit of tons of freight moved per mile. The machine that produces the maximum transportation for the least cost and expenditure of energy should be regarded as the best locomotive.

The Board of Trade Journal of July 11, 1901 (p. 75), contains an article on the American locomotive in India. This article is one of the few that support the test of "cost per unit of service." It contains a report on the locomotives furnished by the Baldwin Locomotive Works, of Philadelphia, to the Oudh and Rohilkund Railway of India. It gives the average consumption of coal in the Baldwin engine:

Per engine mile	pounds..	48.29
Per vehicle mile	do....	1.92

The latest English locomotive shows:

Per engine mile	pounds..	45.25
Per vehicle mile	do....	1.94

This indicates that per unit of service, the cost is slightly in favor of the American engine. The cost of the Baldwin locomotive is stated to be 42,020 rupees (\$13,614) each, and the cost of the English engine mentioned is 44,826 rupees (\$14,524).

The locomotive of American manufacture in India is in appearance quite unlike the one used in the United States at the present day. It may be the result of strict compliance with the requirements of the engineer. So far as my personal observation goes, and according to information obtained from railway men and engineers in India, I am unable to discover the dissatisfaction with the American locomotives said to exist by the newspaper articles. I have rather heard that they have been "fully up to expectation." The American locomotive is certainly a fine piece of mechanism, and it is not only good, but cheap, and I believe that the results in India will in the end prove this to be true.

HEALTH AND SANTTATION.

Plague has been epidemic in Bombay since 1896, last year being as bad as any. Since the outbreak up to October 25, 1901, there have been 76,384 reported deaths from plague in the city, and 425,819 in the Presidency of Bombay. The weekly death rate from all causes in the city during the year under report, upon basis of annual rate of mortality per 1,000 inhabitants, was: Lowest, 47.01 for week ended November 20, and highest, 162.81 for week ended March 5.

FAMINE EFFECTS.

It is scarcely possible to summarize the loss sustained in this country by the famine of 1899-1900, that affected an area in western India of some 400,000 square miles, with a population of more than 60,000,000 people.

The material loss in the crops and cattle, in industries, commerce, and trade of the country was enormous, and may take some years even in India, which has such magic recuperative powers, to restore. The loss in human life is appalling. The decennial census of India tells its own story. It was taken on March 1, 1901. A careful comparison of the returns of population in the States affected by the famine with the number (76,668,340) of inhabitants given in the census of 1891 in the same area shows a loss of 7,939,880. The percentage increase of all India during the previous decade was over 11 per cent. The percentage increase of all India other than the famine States during the past decade was 5.1 per cent, which rate would give the famine States a probable increase of 3,911,105. This natural increase, whatever it may have been, was also lost. Whether famine and the diseases of cholera and fever that followed in its wake can account for the loss of this vast number of inhabitants has not as yet been fully determined.

WM. THOS. FEE, *Consul*.

BOMBAY, *November 14, 1901.*

CEYLON.

The import trade of Ceylon during the calendar year, 1900, amounted, exclusive of specie, to \$38,181,420, and the declared exports, exclusive of specie, to \$35,335,490.

The import of specie for the same period was \$2,598,500 and the declared export about \$1,000,000. As a matter of fact, however, the export was much larger; for a great deal of specie is conveyed to India by the traders of that country, and is undeclared at the custom-house.

PRINCIPAL IMPORTS.

The principal imports were—

Articles.	Value.	Articles.	Value.
Arms.....	\$30,000	Flour of wheat from—Continued.	
Ammunition and explosives (mostly from Great Britain).....	85,350	United States.....	\$44,883
Cotton goods from—		Total.....	409,297
Great Britain.....	1,635,223	Grain, rice, and paddy (principally from India and Burmah).....	12,990,000
British Colonies.....	706,250	All other grains.....	385,440
Foreign countries.....	297,450	Kerosene:	
Total.....	2,638,923	In bulk, from Russia.....	401,303
Coal, coke, and patent fuel, 590,099 tons, thus distributed:		In cases, from America.....	59,461
Great Britain.....	2,400,000	In cases, from Russia.....	43,894
British India.....	1,600,000	Metals and metal ware.....	320,325
Japan.....	7,820	Spirits.....	488,997
United States.....	2,330	Wines.....	344,000
Victoria.....	2,150	Malt liquors.....	146,416
Total.....	4,012,300	Tobacco and cigars.....	290,000
Fish, mostly from India and the Mal-dive Islands.....	1,184,800	Timber.....	513,310
Flour of wheat from—		Silk and satin dress goods.....	71,305
Australia.....	112,314	Handkerchiefs, scarfs, and shawls... ..	64,000
British India.....	252,150	Woolen goods.....	538,000
		Umbrellas and parasols.....	147,112
		Sugar.....	1,651,495
		Gold coin and bullion.....	55,330
		Silver coin and bullion.....	2,543,106

PRINCIPAL EXPORTS.

The exports consisted principally of the following:

Articles.	Value.	Articles.	Value.
Arecanuts.....	\$532,600	Cinchona bark.....	\$21,659
Cocoa.....	550,400	Cinnamon.....	849,920
Cardamoms.....	268,183	Cinnamon oil.....	4,925
Cocoonut desiccated.....	745,846	Citronella oil.....	272,680
Cocoonuts.....	215,447	Pearls and precious stones.....	9,736
Cocoonut oil.....	2,226,586	Plumbago.....	3,264,165
Coir matting and yarn.....	410,008	Tea.....	17,915,345
Coir rope.....	40,290	Coal reexported, probably.....	8,000,000
Copra.....	1,310,282		

TRADE WITH THE UNITED STATES.

EXPORTS.

The exports to the United States amounted to \$2,246,041, as per annual declared export return inclosed herewith.

IMPORTS.

The imports from the United States were, as per customs schedule:

Articles.	Value.	Articles.	Value.
Aerated waters.....	\$450	Spirits.....	\$800
Books.....	1,020	Sundry chemicals.....	4,580
Bacon.....	80	Wines.....	2,122
Beef, salted.....	190	Tobacco.....	24,900
Beer.....	15	Iron.....	210
Blaculis.....	40	Zinc.....	8
Butter.....	1,800	Instruments, musical.....	912
Coal.....	2,383	Scientific.....	152
Cotton goods.....	30,101	Lubricating oil.....	3,000
Carriages.....	2,486	Lamps.....	80
Confectionery.....	65	Saddlery.....	90
Electric materials.....	9,400	Sewing machines.....	1,362
Fish.....	502	Stores, Government.....	4,924
Flour.....	44,830	Turpentine and paint.....	612
Furniture.....	270	Perfumery.....	1,580
Fruits, dried.....	800	Pictures.....	810
Ham.....	129	Printing materials.....	50
Haberdashery.....	550	Tea chests.....	1,600
Hardware.....	5,062	Watches.....	245
Kerosene.....	59,601	Unenumerated.....	14,099
Milk.....	730		
Nails and rivets.....	3,080	Total.....	225,040

SHIPPING.

The arrivals at the port of Colombo in the year 1900 numbered 1,729 steamers, aggregating 3,774,501 tons, and 567 sailing vessels, aggregating 58,243 tons, showing an increase in steamers of 470, aggregating 1,587,123 tons, and in sailing vessels of 14, aggregating 1,439 tons, as compared with the preceding year.

The arrivals at the port of Galle in 1900 numbered 172 steamers, aggregating 324,877 tons, and 16 sailing vessels, aggregating 1,283 tons, showing an increase in steamers of 6, aggregating 33,752 tons, and in sailing vessels an increase of 4, aggregating 375 tons; altogether, an increased tonnage of 34,127 for the year.

The total number of vessels and the tonnage which entered at and cleared from all ports in the island during the year 1900 were: Entered, 3,147; tonnage, 4,250,066; cleared, 3,203; tonnage, 4,237,874.

W. MOREY, *Consul*.

COLOMBO, *November 2, 1901.*

Declared value of exports from Ceylon to the United States during the year ended December 31, 1900.

Camboys	\$10	Ebony elephants and ivory...	\$588
Cardamoms	3,461	Medicinal seeds	4,189
Chairs (nadun wood)	20	Photograph plates (returned to United States)	500
Cinnamon	76,896	Plumbago	1,239,906
Cinnamon leaf oil	641	Senna	7,708
Citronella leaf oil	5,105	Tea	269,244
Cocoa	21,885	Tea fluff	675
Cocoanut, desiccated	114,673	From Galle:	
Cocoanut oil	386,519	Citronella oil	90,822
Coffee	1,389	Coir yarn	13,666
Coir mattresses fiber	6,286	Tea	451
Croton beans	147		
Curios, jewelry, and precious stones	1,193	Total	2,246,041
Cuscut roots	167		

CHINA.

AMOY.

The Imperial Maritime Customs report, just issued, shows a falling off in business at this port of 2,757,904 Haikwan taels* (\$1,987,621) for the year 1900, or a decrease of about 13 per cent from 1899.

This was undoubtedly caused by the Boxer troubles in the north and the landing of Japanese marines in the city during the summer. This created alarm among the local banks, causing them to refuse accommodation to customers.

The importations of American flour show a slight decrease, due to the good rice crop, the value for 1900 being \$382,661, as against \$414,164 the previous year.

The kerosene trade continues to increase, though American oil shows a decline. Large tanks have been completed this year by the Royal Dutch Petroleum Company, of the Hague. The main tank has a capacity of 700,000 gallons. About 1,000,000 gallons of bulk oil was imported in tank steamers, and the balance in 5-gallon tins.

Imports of kerosene.

	1899.	1900.
	Gallons.	Gallons.
American	1,385,420	1,076,200
Russian	1,273,800	1,741,055
Sumatra	462,780	1,010,855
Total	3,112,000	3,828,110

*Average value of the Haikwan tael in 1900=72.07 cents.

It is impossible to ascertain the amount of importations from the United States at Chinese ports. The bulk of such goods goes direct to Hongkong and is reexported from that port, appearing as British imports, hence the United States loses credit for most of her exports to Central and South China. The imports, however, are principally cotton goods, flour, ginseng, and kerosene.

The exports to the Philippine Islands for the year amounted to \$112,623.06, gold, the larger part going to Chinese merchants in Manila. The trade between this port and Manila was confined to about seven months in the year; the shipping being closed the other five on account of the existence of plague at Amoy. The largest items of exports were grass cloth, fish nets, hemp, paper, and tea.

The total number of passengers departed—89,307—is above that of 1899 by 13,985, the increase being mostly to the Straits Settlements. There were 79,263 shipped for the Straits during the year, and 10,044 for Manila. This shows an increase of 13,465 to the Straits and 520 to Manila over the previous year. Those returning about equal the number departing.

Exports from Amoy to the United States in 1900.

Articles.	Value in United States gold.
Formosa Oolong tea.....	\$2,250,927.88
Household goods.....	787.25
Narcissus bulbs.....	9,788.71
Total.....	2,261,503.84

EXPORTS TO THE PHILIPPINE ISLANDS.

Bamboo ware	\$1,119.49
Bricks	1,629.19
Cloth (fine grass).....	12,853.98
China ware.....	2,891.90
Earthenware.....	4,455.68
Fish nets	9,780.55
Fruits (fresh).....	225.05
Fruits (dried).....	415.32
Granite stone.....	3,280.22
Hemp.....	10,501.09
Household goods.....	650.86
Ironware	1,743.60
Medicines	3,155.45
Miscellaneous	8,568.77
Paper:	
No 1.....	9,707.33
No 2.....	21,817.20
Shoes (cloth).....	2,499.37
Tea.....	11,166.06
Tobacco leaves.....	651.23
Vegetables.....	3,227.10
Wooden ware.....	2,833.64
Total	112,623.06

Imports of various articles for first half of 1901, compared with first half of three preceding years.

Articles.	1901.	1900.	1899.	1898.
Opium.....pounds..	266,584	233,341	282,029	335,070
Cotton goods.....pieces..	92,660	76,436	87,359	86,111
Woolen goods.....do....	2,807	2,174	8,212	2,248
Kerosene:				
American.....gallons..	209,270	336,420	919,870	212,700
Japanese.....do.....	2,000			
Russian.....do.....	1,180,555	1,818,245	920,645	904,876
Sumatra.....do.....	379,125	457,020	259,880	785,000
Flour.....pounds..	15,414,583	10,642,133	11,261,733	3,779,333
Morphia.....ounces..	8,667	10,140	8,098	6,359
Cotton yarn.....pounds..	4,157,733	2,345,466	4,129,066	5,581,466
Rice.....do.....	16,307,466	26,072,133	102,182,533	9,892,800
Transit passes for foreign goods to interior.....	1,696	1,554	2,164	1,547
Transit passes for native goods from interior.....	139	182	212	217

Number and tonnage of vessels cleared for the United States during 1900.

	Num-ber.	Net tonnage.		Num-ber.	Net tonnage.
San Francisco.....	8	24,547	Seattle.....	8	7,430
New York.....	21	53,414	Philippines.....	24	24,628
Portland.....	2	4,279			
Tacoma.....	3	7,342	Total.....	61	121,640

JOHN H. FESLER, *Consul.*

AMOY, *September 30, 1901.*

CANTON.

STEAMSHIP LINES.

Within the past three months, many changes for the better have taken place, so far as communication by water is concerned. Ample means of communication between Canton and Hongkong are now provided by British, French, and Chinese steamships which ply daily—morning and afternoon—carrying passengers and freight. These are supplemented by hundreds of large junks and lorchas, which are extensively patronized by the native merchants and manufacturers, as well as by many foreigners, because of their remarkably low freight rates. Canton has also a line of steamships running daily to Macao. The French have established a new steamship service between Canton, Macao, and Kwanchauwan. Steamers run regularly between Shanghai and Canton, via Hongkong, and a small line of passenger launches and native cargo boats make daily trips to Fatsbau and nearby towns and villages. An American company also has applied for permission to run a line of passenger and freight steamers between Canton, Hengchow, and Hongkong. Hengchow has a population of over one million, and is one of the most fertile agricultural districts of the province of Kwangtung.

The total number of steamships entered and cleared in 1900 was 7,080, representing 3,507,644 tons, a slight increase in the number of vessels, and a decrease in the amount of tonnage as compared with the figures of the previous year. In sailing vessels, i. e., lorchas, there

was a marked falling off, there being only 101, representing 17,149 tons, recorded by the maritime customs in 1900, against 297, carrying 44,124 tons, in the previous year. This is solely due to the fact that the transportation of kerosene oil has reverted to the junks, which are propelled by oars and sails, and, although unwieldy in appearance, carry extraordinarily large cargoes at low rates. The junk traffic is regulated by the Chinese officials, who keep no records, consequently it would be impossible to present a fairly approximate estimate of the number, tonnage, etc., of those vessels.

STEAM-LAUNCH TRAFFIC.

The steam-launch traffic began in 1898 under the Inland Navigation Rules, and of the 252 launches which have been registered at Canton, a large proportion was locally constructed, 84 having been added during 1900. Nearly the whole of this mosquito fleet is under the Chinese flag. The launches which fly foreign flags are scarcely distinguishable from those owned by natives.

RAILWAYS.

Two lines of railways are projected—one between Canton and British Kowloon, and the other between Canton and Hankan. The latter, although it has received the Imperial sanction and preliminary surveys have been made, still remains—a project. That it would be a success, financially and otherwise, there is no possible doubt, and the public wonder is that, although the stock is said to be almost entirely in the hands of Americans, not a spadeful of earth has been turned for it.

TELEGRAPH AND TELEPHONE LINE.

Canton was connected by telegraph (an overland line) with British Kowloon in 1883. Another overland line was completed from Canton to Lung Chau-fu, on the Kwangsi and Tonkin frontier, in 1884.

An efficient telephone service is badly needed here, and would surely receive substantial and remunerative patronage both from Chinese and foreigners.

COMMERCIAL TRAVELERS.

No license is required by foreigners in Kwangtung, Kwangsi, or Yunnan for carrying on business of any sort.

There are no regulations affecting commercial travelers, but the use of a local passport or traveling certificate, issued by the consul and countersigned by the viceroy, is indispensable for foreigners traveling in the interior of Kwangtung, Kwangsi, or Yunnan.

LIKIN TAX.

Regarding the special taxes or excises which, in addition to the prevailing tariff rates, affect trade with the United States, I desire to again call attention to the odious system of "squeezes," which, under the pretense of collections for likin and fort taxes, have to be endured

at almost every station on the East, West, and North rivers, according to the rapacity of the local mandarins. I am satisfied, from practical experience, that the likin tax is largely necessary, to enable the authorities to meet the expenses of local administration. The fort taxes were originally imposed in 1888, ostensibly to pay for the construction, arming, etc., of fortified places, such as the forts on the Pearl River, about 30 miles from Canton.

TARIFF.

I have just received the following official notification, issued by the Chinese Imperial maritime customs at Canton, dated November 14, 1901.

CUSTOMS NOTIFICATION.

[No. 214.]

Notice is hereby given that:

1. On and after the 11th instant, the tariff of import duties hitherto existing and the list of duty-free goods cease to be operative, and until further notice whatever is imported, with certain exceptions, is to pay an effective 5 per cent ad valorem duty.

2. The exceptions are as follows:

a. Foreign rice, cereals, and flour, as well as gold and silver coined and uncoined, are exempt from duty.

b. The import duty on opium remains unchanged at 30 taels, that and likin at the rate of 80 taels, or 110 taels in all, per picul, being payable simultaneously, as at present.

c. Foreign goods on the way to China, or which shall have been dispatched to China within six days after the signature of the protocol—that is, on or before the 13th September—are to pay import duty according to the old tariff, a fixed duty if enumerated, and an ad valorem 5 per cent duty if unenumerated, and are to be exempt from duty if on the duty-free list. Goods dispatched after the 13th September are to pay an effective 5 per cent according to the new rule.

d. Merchandise taken out of bond is to pay duty according to its liability on the day of bonding—that is, if already in bond, or if bonded on any future day, but forming part of a cargo now on the way to China or dispatched to China on or before the 13th September, it is to be treated according to the old tariff and tariff rules. All other bonded imports are to pay an effective 5 per cent.

e. Whatever is imported for the use of legations at Peking is exempt from import duty; applications for exemption permits, etc., to be countersigned and sealed by the consulate of the legation concerned.

f. Whatever is shipped or discharged for the use of foreign forces, military or naval, is exempt from duty; applications for exemption permits, etc., to be countersigned and sealed by the consulate of the flag concerned.

3. The values on which the new tariff is to fix duties will be the average values for the three years 1897, 1898, 1899, but pending its completion and publication, and in order to minimize trouble and expedite business, duty will be accepted on the values set forth in the statistical secretary's list of values for 1897; copies will soon be procurable (price, 50 cents per copy), at Shanghai at Messrs. Kelly & Walsh's and at outposts at the custom-house. Where the valuation of this list is questioned, the market value of the day minus duty and charges, or where that can not be ascertained, invoice value plus 10 per cent will rule instead; but as this will involve detention of goods concerned at owner's risk and expense till such market, or failing market, invoice value can be ascertained and settled, it is hoped the valuation of the list will be acquiesced in.

4. Goods exported pay duty according to the tariff hitherto existing.

5. Coast-trade duty, which is not an import duty but a coast duty on native produce inward, remains as before, and is not affected by the effective 5 per cent rules.

By order of the inspector-general.

[SEAL.]

F. A. MORGAN,
Commissioner of Customs.

CUSTOM-HOUSE, Canton, November 14, 1901.

Inasmuch as it may be of considerable interest, financially and otherwise, to our merchants and manufacturers at home, I quote the list of values:

List showing the percentage of the duty on the average market value for the year 1897.

SUNDRIES.

Description of goods.	Unit.	Duty per unit.	Average Shanghai market value per unit during 1897.	Percentage of duty on average market value during 1897.
Acid:				
Carbolic:		<i>Hk. taels.*</i>	<i>Hk. taels.*</i>	
Europe.....	Picul	(^b)	22	5
Japan.....	do	(^b)	9	5
Citric:				
Europe.....	do	(^b)	88	5
Japan.....	do	(^b)	70	5
Muriatic:				
Europe.....	do	(^b)	18	5
Japan.....	do	(^b)	12	5
Nitric:				
Europe.....	do	(^b)	26	5
Japan.....	do	(^b)	16	5
Acetic:				
Europe.....	do	(^b)	22	5
Japan.....	do	(^b)	20	5
Tartaric:				
Europe.....	do	(^b)	70	5
Japan.....	do	(^b)	60	5
Sulphuric:				
Europe.....	do	(^b)	17	5
Japan.....	do	(^b)	8	5
Agar-agar:				
Japan.....	do	0 1 5 0	2.80	5.36
Straits.....	do	0 5 0	7.50	2
Amber.....	do	(^b)	480	5
Aniseed, Star, Hongkong.....	do	0 6 0 0	32	1.56
Apricot seed.....	do	0 4 5 0	20	2.25
Arsenic:				
Red.....	do	0 4 5 0	8	5.62
White.....	do	0 4 5 0	14	3.21
Asbestos:				
Packing.....	Catty	(^c)	.70	5
Tape.....	do	(^c)	1.50	5
Rings.....	do	(^c)	1.60	5
Yarn.....	do	(^c)	.80	5
Boiler preservatives.....	Gallon	(^c)	1.60	5
Asphalt roofing.....	Piece.....	(^c)	1.50	5
Bags:				
Gunny:				
New.....	Thousand ..	(^c)	90	5
Old.....	do	(^c)	55	5
Cotton.....	do	(^c)	60	5
Hemp, new.....	do	(^c)	70	5
Straw, new.....	Hundred.....	0 2 0 0	27	.74
Bamboo ware.....	Picul	0 7 5 0	25	3
Barley, pearl.....	do	(^c)	3.40	5
Basins, tin.....	Gross.....	(^c)	5	5
Beans and peas.....	Picul	0 0 6 0	2	3
Bedsteads and bedding.....	Value.....	(^c)	(^c)	3
Beer and porter.....	do	(^c)	(^c)	
Birds' nests.....	Catty	0 5 5 0	32	1.72
Biscuits, foreign.....	Picul	(^c)	13	
Bone ware.....	do	1 6 0 0	36.25	4.14
Bones:				
Tiger.....	do	1 5 5 0	65	2.38
Elephant.....	do	(^c)	11	5
Borax:				
Hongkong.....	do	(^c)	12	5
American.....	do	(^c)	14	5
Clarified, foreign.....	do	(^c)	30	5
Bristles.....	do	(^c)	40	5
Brooms, bamboo.....	Thousand ..	(^c)	40	5
Brushes, foreign.....	Dozen.....	(^c)	3.60	5
Buckets, iron, galvanized.....	do	(^c)	8.50	5
Building materials.....	Value.....	(^c)		5

* The Halkwan tael was valued by the U. S. Mint, Jan. 1, 1902, at 68 cents.

^b Five per cent ad valorem.

^c Various.

^d Free.

^e Taels 1 per dozen.

List showing the percentage of the duty on the average market value for the year 1897—Cont'd.

SUNDRIES—Continued.

Description of goods.	Unit.	Duty per unit.	Average Shanghai market value per unit during 1897.	Percentage of duty on average market value during 1897.
Butter and cheese.....	Value	<i>Hk. taels.</i> (*)	<i>Hk. taels.</i>	
Buttons, brass, Europe.....	Gross	0 0 5 5	0.43	12.79
Camphor:				
Japan.....	Picul	0 7 5 0	35	2.14
Formosa.....	do	0 7 5 0	40	1.87
Refined.....	do	0 7 5 0	45	1.66
Refuse.....	do	0 7 5 0	11	6.88
Baroos—				
Clean.....	Catty	1 3 0 0	54.66	2.38
Refuse.....	do	0 7 2 0	6	12
Candles:				
9 to 12½ ounces.....	Picul	(*)	3	
12½ to 16 ounces.....	do	(*)	4	
Carpets.....	Hundred	3 5 0 0		
Cassia lignea.....	Picul	0 6 0 0	18	3.38
Cement:				
Portland.....	do	(*)	2	5
Green Island.....	do	(*)	1.67	5
Japan.....	do	(*)	1.67	5
Chemical products.....	Value	(*)		5
China ware:				
Fine, Japan.....	Picul	0 9 0 0	80	1.12
Coarse, Japan.....	do	0 4 5 0	10	4.50
Cinnabar.....	do	0 7 5 0	62	1.21
Cinnamon.....	do	1 5 0 0	90	1.66
Clams:				
Dried.....	do	(*)	10	5
In shell.....	do	(*)	5	5
Clocks.....	Piece	(*)	2	5
Clothing:				
Foreign.....	Value	(*)		
Silk.....	Picul	10 0 0 0	600	1.66
Coal:				
American.....	Ton	0 0 5 0	13	.38
Australian.....	do	0 0 5 0	8	.62
Cardiff.....	do	0 0 5 0	14	.36
Japan.....	do	0 0 5 0	6	.88
Tonkin, in bricks.....	do	0 0 5 0	10	.50
Cockles.....	Picul	(*)	1.05	5
Coffee.....	do	(*)	40	
Coir and coir ware.....	do	0 1 0 0	4.50	2.22
Coke:				
English.....	Ton	0 1 5 0	22	.68
Japan.....	do	0 1 5 0	14.5	1.08
Comforters.....	Dozen	(*)	1.89	5
Compoys.....	Picul	(*)	45	5
Confectionery, in bottles:				
Japan.....	Dozen	(*)	.80	
Foreign.....	do	(*)	3	
Coral:				
Raw.....	Catty	0 1 0 0	24	.42
Broken.....	do	(*)	10	5
Refuse.....	do	(*)	6	5
Imitation.....	Picul	0 3 5 0	600	.06
Beads.....	Catty	(*)	14	5
False.....	do	(*)	11	5
Japan.....	do	(*)	10	5
Cordage:				
Manilla.....	Picul	0 3 5 0	16.50	2.12
Spun yarn.....	do	(*)	14	5
Houseline.....	do	(*)	14	5
Marline.....	do	(*)	15	5
Sea lead line.....	do	(*)	27	5
Halyard.....	do	(*)	28	5
Hemp, Russian.....	do	(*)	11	5
Corks.....	Thousand	(*)	5	5
Cosmetic, hair, Japan.....	Picul	(*)	10	5
Cotton gins:				
Worked by hand.....	Piece	(*)	20	5
Parts of.....	do	(*)	4	5
Cotton:				
Raw—				
Indian.....	Picul	0 3 5 0	15	2.33
Saigon.....	do	0 3 5 0	17	2.06
Waste.....	do	(*)	8	5

* Free.

b Per box.

c Five per cent ad valorem.

d Upwards.

List showing the percentage of the duty on the average market value for the year 1897—Cont'd.

SUNDRIES—Continued.

Description of goods.	Unit.	Duty per unit.	Average Shanghai market value per unit during 1897.	Percentage of duty on average market value during 1897.
Covers:		<i>Hk. taels.</i>	<i>Hk. taels.</i>	
Bed	Hundred	2 7 5 0	100	2.75
Table	do	(^a)	160	5
Cow bezoar, Indian	Catty	1 5 0 0	900	.17
Crockery	Value	(^b)		
Curiosities	do	(^a)		5
Curtains:				
Bed	do	(^a)	•18	5
Window	do	(^a)	•4	5
Cutlery	do	(^b)		
Cuttlefish	Picul	0 1 8 0	14	1.29
Preserved, in tins	Dozen	(^a)	12	5
Dyes and colors:				
Aniline	Value	(^a)		5
Gamboge	Picul	1 0 0 0	65	1.54
Green, emerald	do	(^a)	30	5
Logwood extract	do	(^a)	12.29	5
Ocher	do	(^a)	10.62	5
Prussian blue:				
No. 1	do	(^a)	60	5
No. 2	do	(^a)	25	5
Smalt	do	1 5 0 0	30	5
Ultramarine	do	(^a)	12	5
Unclassed	do	(^a)	17.68	5
Electric materials	Value	(^b)		5
Electro-plated ware	do	(^b)		
Elephant teeth:				
Whole	Picul	4 0 0 0	850	1.14
Broken	do	3 0 0 0	80	3.75
Shavings	do	(^a)	30	5
Emery cloth	Ream	(^a)	5.29	5
Emery powder	Picul	(^a)	1.82	5
Fan handles—				
Ebony	Hundred	(^a)	9	5
Ivory, carved	do	(^a)	150	5
Bamboo	do	(^a)	6	5
Fans—				
Silk	do	(^a)	50	5
Gauze	do	(^a)	60	5
Feather	do	0 7 5 0	128	.58
Palm-leaf, fine	Thousand	0 3 6 0	10	3.60
Feathers, kingfishers', whole	Hundred	0 4 0 0	9	4.44
Felt	Value	(^a)		5
Filters	do	(^a)		5
Firecrackers and fireworks	Picul	0 5 0 0	9	5.55
Fishery products	do	(^a)	10.45	5
Flint, steel	do	0 2 5 0	4.60	5.43
Flour	do	(^a)	3.76	
Fodder, from America	Value	(^b)		
Fungus	Picul	0 6 0 0	20	3
Galangal	do	0 1 0 0	4	2.50
Ginseng, American	do	6 0 0 0	800	.75
Glass, window	Box	0 1 5 0	3.50	4.28
Glassware, foreign	Value	(^a)		5
Glue	Picul	0 1 5 0	18	.88
Gold ware	do	10 0 0 0	64,200	.01
Grasscloth	do	2 5 0 0	70	3.57
Hams, American and European	do	0 5 5 0	25	2.22
Hata, foreign	Piece	(^b)	51	
Hemp	Picul	0 3 5 0	10	3.50
Hides, cow	do	0 5 0 0	15	3.33
Hops, European and American	do	(^a)	30	5
Hose	Value	(^a)		5
Hosiery	Dozen	(^a)	1.41	
India rubber	Picul	(^a)	63.29	5
Isinglass	do	0 6 5 0	33	1.71
Ivory ware	do	15 0 0 0	500	3
Jewelry	Value	(^b)		
Lace	do	(^a)		5
Lacquer ware	Picul	1 0 0 0	80	1.25
Lamps and lamp ware	Value	(^a)		5
Lead—				
Red	Picul	0 3 5 0	9.50	3.68
White	do	0 3 5 0	8.50	4.12
Yellow	do	0 3 5 0	9.50	3.68

^a Five per cent ad valorem.^b Free.^c Per dozen.

List showing the percentage of the duty on the average market value for the year 1897—Cont'd.

SUNDRIES—Continued.

Description of goods.	Unit.	Duty per unit.	Average Shanghai market value per unit during 1897.	Percentage of duty on average market value during 1897.
Leather, cow, foreign	Picul	<i>Hk. taels.</i> 0 4 2 0	<i>Hk. taels.</i> 82	.51
Linen, household	Value	(^b)		
Live stock	Piece	(^b)	34.32	
Machinery	Value	(^b)		5
Marble slabs	Picul	0 2 0 0	6	3.33
Mats:				
Bamboo	Hundred	0 5 0 0	32.50	.62
Rattan	do	0 2 0 0	76.25	.26
Straw	do	0 2 0 0	4.66	4.29
Rush	do	0 2 0 0	12	1.66
Matting, straw	Roll	0 2 0 0	4.92	4.06
Milk, condensed, in tins	Dozen	(^a)	1.63	
Mother-of-pearl shell	Picul	0 2 0 0	3	6.66
Molding	Feet	(^b)	.02	5
Musk	Catty	0 9 0 0	182	.49
Needles	Mille	(^b)	.21	5
Nutgalls	Picul	0 5 0 0	25	2
Oil:				
Kerosene, American	Gallon	(^b)	.14	5
Castor	Picul	0 2 0 0	10.22	1.96
Engine	Gallon	(^b)	.76	5
Olive	do	(^b)	1.05	
Paint	do	(^b)	.65	5
Sandalwood	do	(^b)	520	5
Oilcloth	Value	(^b)		5
Paint, green	Picul	0 4 5 0	5.50	8.18
Paper:				
Gilt	do	0 7 0 0	42.95	1.63
Printing	Ream	(^a)	2.50	
Pearls, false	Picul	2 0 0 0	1,200	.17
Pepper:				
Black	do	0 3 6 0	9.80	3.67
White	do	0 5 0 0	14.40	3.47
Photographic materials	Value	(^b)		5
Pitch	Picul	(^b)	1.85	5
Potash, chlorate of	do	(^b)	17.40	5
Preserves	do	0 5 0 0	9	5.55
Rattan ware	do	0 3 0 0	15	2
Rice, curry	do	0 1 0 0	4	2.50
Rope:				
Cord	do	(^b)	11.50	5
Cotton	do	(^b)	40.63	5
Hemp	do	(^b)	14.62	5
Manila	do	0 3 5 0	15.50	2.12
Safes	Piece	(^b)	56.91	5
Saltpeter	Picul	0 5 0 0	7.63	6.51
Sandalwood	do	0 4 0 0	13.75	2.91
Sea-horse teeth	do	2 0 0 0	118	1.69
Sea shells	do	0 0 9 0	4	2.25
Seaweed	do	0 1 5 0	2	7.50
Sharks' fins	do	0 5 0 0	47	1.06
Shoes and boots, leather, European	Fair	(^a)	1.07	
Silk:				
Raw	Picul	10 0 0 0	645.50	1.55
Refuse or waste	do	1 0 0 0	40	2.50
Piece goods	do	12 0 0 0	550	2.13
Ribbons, Europe	Value	(^b)		5
Thread and yarn	Picul	(^b)	217.20	5
Silverware	do	10 0 0 0	5,000	.20
Skins (fur):				
Badger	Piece	(^b)	.20	5
Dog	do	(^b)	.30	5
Fox				
Large	do	0 1 5 0	1.25	12
Small	do	0 0 7 5	.90	8.33
Goat	do	(^b)	.14	5
Lamb	do	(^b)	.58	5
Lynx	do	(^b)	8	5
Seal	do	(^b)	3.39	5
Sheep	do	(^b)	.68	5
Squirrel	Hundred	0 5 0 0	20	2.33
Sundry	Piece	(^b)		5
Snuff, foreign	Picul	7 2 0 0	500	1.44

^a Free.^b Five per cent ad valorem. Digitized by Google

List showing the percentage of the duty on the average market value for the year 1897—Cont'd.

SUNDRIES—Continued.

Description of goods.	Unit.	Duty per unit.	Average Shanghai market value per unit during 1897.	Percentage of duty on average market value during 1897.
Soap:		<i>Hk. taels.</i>	<i>Hk. taels.</i>	
Bar	Picul	(*)	4.85	.....
Toilet	do	(*)	7.88	.....
Spirits	Value .....	(*)	.....	5
Spirits of wine	Gallon	(*)	.50	5
Stoves and grates	Value .....	(*)	.....	5
Sugar:				
Brown	Picul	0 1 2 0	3.65	3.29
White	do	0 2 0 0	4.85	4.12
Refined	do	0 2 0 0	5.60	3.57
Candy	do	0 2 5 0	7.70	3.25
Cane	do	(*)	.76	5
Sulphur	do	0 2 0 0	12	1.66
Sulphuric acid	do	(*)	17	5
Tallow, animal	do	0 2 0 0	8	2.50
Tar	Gallon	(*)	.17	5
Tea:				
Green, Japan	Picul	2 5 0 0	21	11.90
Black	do	2 5 0 0	18	19.23
Tinder	do	0 3 5 0	8.40	4.17
Tin foil	do	1 2 5 0	32	3.91
Tortoiseshell	Catty	0 2 0 0	10	2.50
Toys	Value .....	(*)	.....	5
Trays, tin	Gross	(*)	3.94	5
Turpentine	Gallon	(*)	.76	5
Umbrellas, silk	Piece	0 0 3 5	2.25	1.55
Varnish	Picul	0 5 0 0	48	1.04
Vermicelli and macaroni, Japan	do	0 1 8 0	30	.60
Watches	Piece	(*)	3.92	5
Wax, Japan	Picul	0 6 5 0	14	4.64
Wood:				
Camagon	do	0 0 3 0	2	1.50
Rose and red	do	0 1 1 5	2.90	3.97
Wool, sheep's	do	0 3 5 0	10	3.50
Worm tablets, in bottles	Dozen	(*)	.70	.....

METALS.

		<i>Hk. taels.</i>	<i>Hk. taels.</i>	
Aluminum	Pound	(*)	2.40	5
Babbitt metal	Picul	(*)	24	5
Bottom metal	do	(*)	11	5
Brass:				
Wire	do	1 1 5 0	21	5.48
Screws	do	1 0 0 0	52	1.92
Rods	do	1 0 0 0	22	4.54
Sheets and plates	do	(*)	30	3.33
Tubes	do	1 0 0 0	35	2.86
Powder	Catty	(*)	1.20	5
Dust	Picul	(*)	10	5
Brass foil	do	1 5 0 0	38	3.95
Brassware	do	1 0 0 0	30	3.33
Bronze	do	(*)	51	5
Copper:				
Ore	do	(*)	14	5
Nails	do	1 5 0 0	24	6.25
Bar and rod	do	1 5 0 0	24.58	6.10
Sheets and plates	do	1 5 0 0	21	7.14
Wire	do	(*)	25	5
Tubes	do	1 1 5 0	35.52	3.24
Nuts	do	1 1 5 0	38	3.08
Bolts	do	1 1 5 0	38	3.08
Rivets	do	1 1 5 0	38	3.08
Screws	do	1 5 0 0	38	3.95
Copperware	do	1 1 5 0	40	2.87
Iron:				
Pig	do	0 0 7 5	2	3.75
Bar	do	0 1 2 5	2.78	4.58
Hoop	do	0 1 2 5	2.40	5.21

* Free.

* Five per cent ad valorem.

List showing the percentage of the duty on the average market value for the year 1897—Cont'd.

METALS—Continued.

Description of goods.	Unit.	Duty per unit.	Average Shanghai market value per unit during 1897.	Percentage of duty on average market value during 1897.
Iron—Continued.		<i>Hk. taels.</i>	<i>Hk. taels.</i>	
Sheets and plates	Picul	0 1 2 5	3	4.17
Cobbles	do	0 1 2 5	2.70	4.64
Rope	do	(*)	5	5
Nails	do	(*)	4.50	5
Anchor and chains	do	(*)	5	5
Screws	do	(*)	5	5
Tubes	do	(*)	5	5
Rails	do	(*)	2	5
Nail-rod	do	0 1 2 5	2.65	4.72
Wire	do	0 2 5 0	6	4.17
Ironware	do	(*)	8	5
Lead:				
In pigs	do	0 2 5 0	6.10	4.10
Piping	do	(*)	5	5
Sheets	do	0 5 5 0	3.90	9.32
Wire	do	(*)	15	5
Nickel	do	(*)	40	5
Platinum	Catty	(*)	640	5
Quicksilver	Picul	2 0 0 0	96	2.06
Old iron:				
Boiler stays	do	(*)	2	5
Iron bars	do	(*)	1.90	5
Iron shafting	do	(*)	1.70	5
Fire-bars	do	(*)	1.20	5
Nail-rod, spoiled	do	(*)	2	5
Old brass tubes	do	(*)	1.60	5
Telegraph wire	do	(*)	2	5
Flat wire	do	(*)	1.25	5
Cable wire	do	(*)	2.85	5
Flat bar bands	do	(*)	2.30	5
Old bar steel	do	(*)	2.85	5
Steel wire rope	do	(*)	1.35	5
Round iron	do	(*)	2.10	5
Fillings	do	(*)	1.20	5
Boiler plates	do	(*)	1.80	5
Bunker plates	do	(*)	1.80	5
Ship plates	do	(*)	1.70	5
Cask hoops	do	(*)	1.90	5
Steel—				
Angles	do	0 2 5 0	3.50	5
Bars	do	0 2 5 0	5	5
Hoops	do	0 2 5 0	4	6.25
Plates	do	0 2 5 0	3.75	6.67
Wire	do	0 2 5 0	21	1.19
Mild	do	0 1 2 5	2.75	4.54
Tin:				
In slabs	do	1 2 5 0	30	4.17
Refuse	do	(*)	6	5
Tin foil	do	1 2 5 0	32	3.91
Tin plates:				
New	do	0 4 0 0	5	8
Old	do	(*)	1.80	5
Colored	do	0 4 0 0	7.10	5.63
Tinware	do	(*)	35	5
White metal	do	(*)	51.80	5
Wire	do	(*)	60	5
Sheeting	do	(*)	46	5
Old	do	(*)	21	5
Bars	do	(*)	52	5
White metal ware	do	(*)	66	5
Wire netting and gauze—				
Galvanized	do	(*)	12	5
Iron	do	(*)	6	5
Brass	do	(*)	9	5
Yellow metal:				
Bar and rod	do	0 9 0 0	18	5
Tubes	do	(*)	26	5
Sheets and plates	do	0 9 0 0	18	5
Nails	do	0 9 0 0	17	5.29
Nuts and bolts	do	0 9 0 0	13	5
Old	do	(*)	13	5

* Five per cent ad valorem.

List showing the percentage of the duty on the average market value for the year 1897—Cont'd.

METALS—Continued.

Description of goods.	Unit.	Duty per unit.	Average Shanghai market value per unit during 1897.	Percentage of duty on average market value during 1897.
Zinc:		<i>Hk. tacs.</i>	<i>Hk. tacs.</i>	
Sheets	Picul	(*)	10.20	5
Sheeting, old	do	(*)	5	5
Old	do	(*)	5.50	5
Gun metal	do	(*)	26	5

COTTON PIECE GOODS.

		<i>Hk. tacs.</i>	<i>Hk. tacs.</i>	
Shirtings, gray:				
38-38½ yards by 38 inches, 6 pounds	Piece	0 0 8 0	0.73	10.96
38-38½ yards by 38 inches, 7 pounds	do	0 0 8 0	1.56	5.06
38-38½ yards by 38 inches, 8.4 pounds	do	0 0 8 0	1.32	4.39
38-38½ yards by 38 inches, 10 pounds	do	0 0 8 0	2.25	3.55
38-38½ yards by 38 inches, 11 pounds	do	0 0 8 0	2.82	2.84
38-38½ yards by 38 inches, 12 pounds	do	0 0 8 0	2.72	2.94
38-38½ yards by 38 inches, 13 pounds	do	0 0 8 0	3.25	2.46
Shirtings, white:				
40 yards by 36 inches	do	0 0 8 0	1.77	4.52
40 yards by 36 inches	do	0 0 8 0	3.12	2.56
Drills, American, 40 yards by 29 inches	do	0 1 0 0	2.90	3.45
Jeans, American, 30 yards by 29 inches	do	0 0 7 5	2.14	3.50
T cloth:				
24 yards by 32 inches, 7 pounds	do	0 0 4 0	1.35	2.96
24 yards by 32 inches, 8 pounds	do	0 0 4 0	2.14	1.87
24 yards by 32 inches, 9 pounds	do	0 0 8 0	2.59	3.09
24 yards by 32 inches, 10 pounds	do	0 0 8 0	2.70	2.96
Shirtings, dyed, plain	do	0 0 1 5	8.10	4.84
Sheetings, dyed, American, 40 by 26	do	0 1 5 0	3.07	4.88
Cotton camlets, 30 yards by 31 inches	do	0 1 5 0	2.20	6.82
Cotton lenos, white	do	0 1 0 0	1.65	6.06
Chintzes:				
24-28 yards by 28 inches	do	0 0 7 0	1.42	4.98
Assorted, 30 by 28 inches	do	0 0 7 0	1.59	4.40
Cotton lenos, printed, 24 by 30	do	0 0 7 0	1.65	4.24
Cotton cambrics, printed, 24 by 30	do	0 0 7 0	1.85	3.78
T cloths, printed, 24 by 28	do	0 0 7 0	1.60	4.37
Twills, printed, special	do	0 0 7 0	3.84	2.09
Lawns, printed, special	do	0 0 7 0	1.90	3.68
Muslins:				
Printed, 12 yards by 42	do	0 0 3 5	.66	5.30
Checks, 12 by 42	do	0 0 3 5	.66	5.30
White, 12 by 38-42	do	0 0 3 5	.66	5.30
Cotton damasks:				
32 inches	do	0 0 0 0	3.50	5.71
Dyed, 32 inches	do	0 2 0 0	3.70	5.40
Dimities	do	0 0 6 5	1.45	4.48
Handkerchiefs:	Dozen	0 0 2 5	.24	10.40
Printed, 28-32	do	0 0 2 5	.51	4.90
Cambric, 28-32	do	0 0 2 5	.37	6.76
Blue, Europe	do	0 0 2 5	.43	5.21
Velvets:				
Black, 35 by 22 inches	do	0 1 8 5	6.65	2.78
Printed, 35 yards by 26 inches	do	0 1 8 5	6.30	2.94
Velveteens, black, 50 by 18 inches	do	0 2 1 4	6	3.57
Cotton and linen:				
40-42 by 34 inches	do	0 2 0 0	8	2.50
50 by 36 inches	do	0 2 0 0	15.50*	1.29
Cotton flannels:				
American—				
Laconia, Improved, 30 yards by 29 inches	do	(*)	3.80	5
A. Lion chop standard, 30 by 29 inches	do	(*)	3.80	5
A. Three stag heads, Ellerton New Mills, 30 yards by 30-32 inches	do	(*)	3.80	5
Q. Crown chop, Ellerton New Mills, 30 yards by 30-32 inches	do	(*)	3.80	5
P. Crown chop, Ellerton New Mills, 32 yards by 30-32 inches	do	(*)	3.80	5
Indian head chop, Ellerton New Mills, 30 yards by 30-32 inches	do	(*)	3.80	5
I. Three stag heads, Ellerton New Mills, 30 yards by 30-32 inches	do	(*)	3.80	5
Locomotive G. E., 30 yards by 32 inches	do	(*)	3.80	5

* Five per cent ad valorem.

List showing the percentage of the duty on the average market value for the year 1897—Cont'd.

COTTON PIECE GOODS—Continued.

Description of goods.	Unit.	Duty per unit.	Average Shanghai market value per unit during 1897.	Percentage of duty on average market value during 1897.
Cotton flannels—Continued.				
American—Continued.				
Jose chop G., Victoria Mills, 80 yards by 29 inches	Dozen	Hk. taels. (*)	Hk. taels. 3.80	5
Jose chop R., Victoria Mills, 80 yards by 29 inches	do	(*)	3.80	5
Dyed, 50 yards by 26 inches	do	(*)	6	5
Dutch, 30 yards by 29-32 inches	do	(*)	3.60	5
English, 30 yards by 30-31 inches	do	(*)	4	5
Japanese, 15 yards by 29 inches	do	(*)	1.70	5
Striped, 30 yards by 29 inches	do	(*)	3.40	5
Fancy—				
80 yards by 31 inches	do	(*)	3.50	5
80 yards by 24 inches	do	(*)	3.50	5
15 yards by 24 inches	do	(*)	1.90	5
15 yards by 22 inches	do	(*)	2	5
Dyed, 30 yards by 30 inches	do	(*)	3.60	5
Cotton cloth:				
Japanese—				
80 yards by 31 inches, with dyed thread	do	(*)	3	5
80 yards by 24 inches, with dyed thread	do	(*)	3	5
13 yards by 19 inches, with dyed thread	do	(*)	1.20	5
11 yards by 15 inches, with dyed thread	do	(*)	.60	5
80 yards by 31 inches, with dyed thread	do	(*)	3	5
Cotton, Japanese, 11 yards by 12 inches	do	(*)	1.20	5
Cotton crepe, Japanese, 30 yards by 13 inches	do	(*)	3.50	5
Cotton crimps, Japanese:				
24 yards by 28 inches	do	(*)	2.60	5
30 yards by 30-30½ inches	do	(*)	3.40	5
Lawns, dyed, plain, 24 yards by 30 inches	do	(*)	1.75	5
Muslins, dyed, plain, 12 yards by 33-42 inches	do	(*)	.68	5
Cotton, Spanish, stripes, 20 yards by 64 inches	Yard	(*)	.17	5
Towels:				
Printed, 14 inches by 29 inches	Dozen	(*)	.30	5
Turkish, 20 inches by 43 inches	do	(*)	.90	5
Japanese—				
Large size	do	(*)	1.50	5
Bath, large	do	(*)	3.50	5
Large size	do	(*)	1.80	5
Mahomedans, 30 yards by 36 inches	Piece	(*)	2.40	5
Fancy cotton, Oxford, 30 yards by 28-29 inches	do	(*)	2.80	5

COTTON YARN.

		Hk. taels.	Hk. taels.	
English	Picul	0 7 0 0	33	2.12
Indian	do	0 7 0 0	22.67	3.09
Japanese	do	0 7 0 0	23.33	3

COTTON THREAD.

		Hk. taels.	Hk. taels.	
English:				
2-fold	Picul	0 7 2 0	29	2.48
8-fold	do	0 7 2 0	29	2.48
Bombay:				
2-fold	do	0 7 2 0	21	3.48
3-fold	do	0 7 2 0	21	3.43
Spooled	do	0 7 2 0	60	1.20

WOOLEN MANUFACTURES.

		Hk. taels.	Hk. taels.	
Blankets:				
White, 96 by 76 inches	Pair	0 2 0 0	14	1.43
Red—				
96 by 76 inches	do	0 2 0 0	8	2.50
76 by 68 inches	do	0 2 0 0	6.80	2.94
72 by 60 inches	do	0 2 0 0	6	3.33
68 by 58 inches	do	0 2 0 0	5.80	3.45

* Five per cent ad valorem.

List showing the percentage of the duty on the average market value for the year 1897—Cont'd.

WOOLEN MANUFACTURES—Continued.

Description of goods.	Unit.	Duty per unit.	Average Shanghai market value per unit during 1897.	Percentage of duty on average market value during 1897.
Cloth:		<i>Hk. taels.</i>	<i>Hk. taels.</i>	
Broad, 25-27 yards by 70-72 inches.....	Chang	0 1 3 5	5.2377	2.55
Medium, 25-27 yards by 70-72 inches.....	do	0 1 3 5	5.2486	2.57
Habit, 25-27 yards by 70-72 inches.....	do	0 1 3 5	4.8961	2.76
Russian, 19-20 yards by 72 inches.....	do	0 1 3 5	2.6518	5.08
Pilot, 19-20 yards by 72 inches.....	do	0 1 3 5	3.4150	3.96
Long Ells:				
24 yards by 28 inches, 7 pounds.....	do	0 0 4 5	.7621	5.90
24 yards by 27 inches, 8 pounds.....	do	0 0 4 5	.8151	5.51
24 yards by 31 inches, 10 pounds.....	do	0 0 4 5	.8714	5.16
24 yards by 31 inches, 12 pounds.....	do	0 0 4 5	.9466	4.76
Camlets:				
Dutch.....	do	0 1 0 0	2.2927	4.86
English.....	do	0 0 5 0	.8277	6.04
60 yards by 30-31 inches.....	do	0 0 5 0	.8574	5.83
Flannels:				
40-42 yards by 30 inches.....	do	0 0 4 0	1.8708	2.92
40-42 yards by 29-30 inches.....	do	0 0 4 0	1.4100	2.84
Dyed, 29 inches.....	do	0 0 4 0	1.5667	2.55
Striped, 29 inches.....	do	0 0 4 0	1.5667	2.55
Lastings:				
Plain, 30-31 yards by 30-31 inches.....	do	0 0 5 0	1.1250	4.44
Figured, 30-31 yards by 30-31 inches.....	do	0 0 5 0	1.0880	4.60
Cree, 30 yards by 31 inches.....	do	0 0 5 0	.8747	5.72
Imitation, 30-31 yards by 31 inches.....	do	0 0 3 5	.9721	5.14
Bunting, 36 yards by 18 inches.....	Piece	0 2 0 0	4.75	4.21
Alpacas, 28 inches.....	Yard	(*)	.50	5
Merinos.....	do	(*)	.55	5
Serges, 30 inches.....	do	(*)	.45	5
Tweeds, 54 inches.....	do	(*)	1.75	5
Reps, 52 inches.....	do	(*)	1	5
Woolen and cotton balzarines, 29-31 yards by 30-32 inches.....	Piece	(*)	2.18	5

WOOLEN YARN.

Woolen yarn.....	Picul	<i>Hk. taels.</i> 3 0 0 0	<i>Hk. taels.</i> 82	3.66
Berlin wool:				
64-ounce bundles.....	do	3 0 0 0	98	3.22
8-ounce bundles.....	do	3 0 0 0	.....	3.22

MISCELLANEOUS.

Canvas, merchant navy, etc.....	Bolt	<i>Hk. taels.</i> 0 4 0 0	<i>Hk. taels.</i> 11.60	3.64
Cotton duck.....	Piece	0 4 0 0	11	3.64
Hessian cloth, 46 inches.....	Yard	(*)	.084	5
Plush:				
24 inches.....	do	(*)	1.08	5
Imitation seal, 15 yards by 15 inches.....	do	(*)	6	5
Imitation (inferior) 12 yards by 48 inches.....	do	(*)	2.50	5
Silk and cotton mixtures, French sateens, 28-33 inches.....	do	(*)	.75	5
Silk and cotton mixtures, Japanese.....	Picul	5 5 0 0	143	3.85

LINEN.

Fine, 36 inches.....	Piece	<i>Hk. taels.</i> 0 5 0 0	<i>Hk. taels.</i> 14	3.57
Coarse, 27 inches.....	do	0 2 0 0	6.77	2.95
Thread.....	Pound	(*)	.70	5
Cord.....	do	(*)	.60	5

TIMBER.

Hard-wood beams:				
26 feet and over.....	Cubic feet ..	<i>Hk. taels.</i> (*)	<i>Hk. taels.</i> 0.40	5
Under 26 feet by 12 by 12 inches.....	Each	0 1 5 0	10.40	1.44

• Five per cent ad valorem.

List showing the percentage of the duty on the average market value for the year 1897—Cont'd.

TIMBER—Continued.

Description of goods.	Unit.	Duty per unit.	Average Shanghai market value per unit during 1897.	Percentage of duty on average market value during 1897.
Hard-wood planks:		<i>Hk. taels.</i>	<i>Hk. taels.</i>	
Japan	Cubic feet ..	(*)	.40	5
Singapore, under 24 feet by 12 by 3 inches	Hundred	8 5 0 0	240	1.46
Singapore, under 16 feet by 12 by 3 inches	do	2 0 0 0	160	1.25
Hard-wood masts and spars:				
40 feet	Each	4 0 0 0	54	7.41
60 feet	do	6 0 0 0	76	7.89
Over 60 feet	do	10 0 0 0	110	9.06
Teak-wood planks	Cubic feet ..	0 0 3 5	1.50	2.38
Teak-wood beams	do	0 0 3 5	1.50	2.38
Soft-wood planks:				
1 inch thick	1,000 sq. feet	0 7 0 0	25	2.80
Hongkong, 1 inch thick	do	0 7 0 0	35.50	1.97
Soft-wood beams, 1 inch thick	do	0 7 0 0	18	3.89
Soft-wood piles and poles	Each	0 0 3 0	.85	3.58
Camphor-wood planks	Cubic feet ..	(*)	.70	5
Oregon pine:				
Rough, 1 inch thick	1,000 sq. feet	0 7 0 0	30	2.38
Surfaced	do	(*)	30	5

* Five per cent ad valorem.

The following articles among sundries vary considerably in value, according to quality, etc.

Description of goods.	Classification.	Variation in value.	Duty.	Variation in percentage of duty on value.
		<i>Hk. Taels.</i>	<i>Hk. Taels.</i>	
Bicho de mar, black	Picul	10-70	1 5 0 0	2.14-15
Bicho de mar, white	do	8-30	0 3 5 0	1.17-4.37
Birds' nests, first quality	Catty	12-32	0 5 5 0	1.72-4.58
Books, Chinese	Picul	15-130	0 7 0 0	.54-4.67
Bristles, according to length	do	15-180	(*)	.....
Cassia lignea	do	12-24	0 6 0 0	2.50-5
Cinnamon	Catty	32-200	1 5 0 0	.75-4.69
Cow bezoar, from Hongkong	do	30-60	0 3 6 0	.60-1.20
Cow bezoar, Indian	do	600-1,200	1 5 0 0	.12-.25
Dates, black	Picul	4-28	0 1 5 0	.54-3.75
Dyes and colors, gamboge	do	40-90	1 0 0 0	1.11-2.50
Dyes and picric acid, English	do	70	(*)	.....
Dyes and picric acid, German	do	22	(*)	.....
Feathers, fowl, uncleaned	do	4	(*)	.....
Feathers, fowl, cleaned	do	8	(*)	.....
Feathers, duck, gray, uncleaned	do	6	(*)	.....
Feathers, duck, white, uncleaned	do	16	(*)	.....
Feathers, duck, white, cleaned	do	30	(*)	.....
Feathers, goose, uncleaned	do	18	(*)	.....
Feathers, goose, cleaned	do	33	(*)	.....
Feathers, goose, black	do	57	(*)	.....
Fish, dried	do	8-20	0 5 5 0	2.50-6.25
Fish, maws	do	45-180	1 0 0 0	.55-2.22
Ginseng, according to kind	Catty .....	.66-30	(*)	.....
Ginseng, wild	do	60-800	(*)	.....
Glue, cow	Picul	12-60	0 1 5 0	.25-1.25
Gum, dragon's blood	do	12-100	0 4 5 0	.46-3.75
Jadestone	do	60-2,000	(*)	.....
Mats, rush	Hundred	70-30	0 2 0 0	.67-2
Mats, rattan	do	90-150	0 2 0 0	.13-.22
Mats, coir	do	25-300	0 2 0 0	.07-.80
Mats, bamboo	do	15-50	0 2 0 0	.40-1.33
Paper, first quality, many varieties	Picul	(?)	0 7 0 0	.....
Pumps, wood, Japanese	Each .....	.70	(*)	.....
Rattans, whole	Picul	4-9	0 1 5 0	1.67-3.75
Rose maloes	do	21-46	1 0 0 0	2.17-4.76
Sandalwood	do	7.50-20	0 4 0 0	2-5.33
Sharks' fins, black	do	27-67	0 5 0 0	.75-1.85
Sharks' fins, white	do	43-125	1 5 0 0	1.20-3.49
Sharks' fins, prepared	do	62-172	(*)	.....
Snuff, foreign	do	1,000-10,000	7 2 0 0	.07-.72
Tar, Stockholm	Gallon .....	.75	(*)	.....
Wood, garoo	Picul	130-320	2 0 0 0	.62-1.54
Wood, laka	do	300	0 1 4 5	.06-1.18

* Ad valorem.

* Sundry.

The Chinese Imperial Maritime Customs, despite the announcement that they would take charge of the native customs at all of the treaty and other ports on November 11, 1901, have up to the present taken over only Samshui, Pakhoi, Kiangchow, and Swatow in Kwangtung. The status quo ante still continues at Canton, the Hoppo refusing to hand over the customs, and preferential duties exist as heretofore. The Hoppo insists that as he was appointed by the Emperor Kwang Heu, no one can remove him from office except the Emperor. The matter has been referred to Peking for decision.

It may not be out of place to relate here an interesting incident regarding the collection of a portion of the likin taxes in the province of Kwangtung. On June 27, 1900, a combination of native merchants, manufacturers, and financiers undertook the task of collecting the likin throughout the whole province, contracting to pay to the vice-regal government \$4,000,000, Mexican, yearly for that privilege. This combination, consisting of the entire 72 trade guilds, presided over by 4 headmen representing the silk, tea, timber, and banking interests, respectively, failed however to carry out its contract with the authorities. It struggled energetically for five months, and on November 22, 1900, reluctantly notified the officials of its failure and that the syndicate had agreed to dissolve. The Boxer and other disturbances had so disorganized trade of all kinds and unsettled values that likin collections were precarious and almost impossible, unless made by the officials, and the combination was forced to give up its contract. The old likin board, composed entirely of mandarins, at once resumed the collection of both the likin and fort taxes. Since November 22, 1900, two different syndicates have tried to obtain the monopoly for the collection of the likin on silk only in Kwangtung. One syndicate was composed of silk brokers and a number of officials, some of whom were connected by marriage and otherwise with members of the likin board. The other one comprised nearly all the principal silk merchants in the province, and had as its chiefs two American Chinese—that is, two men born of Chinese parents on American soil. The former, through the influence of the officials, succeeded in getting the monopoly, agreeing to pay the provincial government \$250,000, Mexican, yearly for the privilege. Shortly afterwards, these monopolists announced an increase on the silk tax amounting to from 15 to 20 per cent. This fact I at once brought to the attention of his excellency, Tao Mu, viceroy of the two Kwangs, showing him how this unnecessary and unjustifiable advance would interfere with the silk trade between this section of South China and the United States. At the same time, I pointed out to him the circumstances attending the tremendous depreciation during the past ten years in the tea trade of Kwangtung with the United States and other foreign nations, which had been largely caused by a precisely similar arbitrary tax. The monopolists were promptly notified to restore the tax to its old basis. They obeyed his orders, and the result is that the silk trade of this locality with the United States and elsewhere continues to flourish.

POST-OFFICES.

From the establishment of Shameen as a joint British and French settlement or concession, in 1859, the British had a thoroughly organized post-office, located in one of the spacious and well-appointed

buildings connected with the British consulate-general. The Imperial Chinese post-office was established in Canton in February, 1897, and in May, 1901, the French also established a post-office here. The French have also opened branch offices in the native city. In addition, they have placed a large number of post-office boxes, for the receipt of letters and post parcels as well, in all of the principal streets of Canton as well as in Shameen. Even a cursory glance at the postal rates of the British, Chinese, and French offices will be both interesting and instructive. They are:

British post-office.

	Domestic (local and Hongkong).		Foreign.		China.	
	Mexican.	Gold.	Mexican.	Gold.	Mexican.	Gold.
	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Letters, per one-half ounce	2	0.89	10	4.49	5	2.24
Post cards	1	.44	4	1.79	1	.44
Newspapers, per 2 ounces	2	.89	2	.89	2	.89
Registration	10	4.49	10	4.49	10	4.49

Imperial Chinese post.

	Domestic (local and Hongkong).		Foreign, one-half ounce.		China.	
	Mexican.	Gold.	Mexican.	Gold.	Mexican.	Gold.
	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Letters, per one-fourth ounce	2	0.89	10	4.49	2	0.89
Post cards	1	.44	4	1.79	1	.44
Newspapers, per 3 ounces	1	.44	2	.89	1	.44
Other printed matters, per 2 ounces	2	.89	2	.89	2	.89
Registration	5	2.24	10	4.49	5	2.24

French post-office.

	Domestic (local, Hongkong, Macao).		Foreign (all countries).		China.		France (Indo-China, Kwong-Chau-Wan).	
	Mexican.	Gold.	Mexican.	Gold.	Mexican.	Gold.	Mexican.	Gold.
	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Letters, per one-half ounce.	2	0.89	10	4.49	6	2.69	6	2.69

Mexican dollar = 44.9 cents.

From the rates above quoted, it will be noticed that the French post-office is only charging 6 cents, Mexican, for one-half ounce letters to France, while the rate charged by the British and Chinese post-offices, is 10 cents, Mexican, per letter of the same weight. It is stated that the British postal authorities at Hongkong will shortly reduce the rates of postage to foreign countries to 5 cents, Mexican, per letter of one-half ounce, to keep pace with the competition of the French post-office.

CURRENCY, WEIGHTS, AND MEASURES.

The standard value of a Canton tael is \$1.39, Mexican, or at exchange of 46.4 = \$0.6445, gold. The tael as a coin is never used in transactions with foreigners, and in the majority of cases not even among the

Chinese themselves. The Canton (silver) tael is not represented by any coin. The only native coin used in small transactions and recognized by the natives throughout the whole of China is the copper cash, the value of which differs greatly in different districts and at different times.

Mexican, Japanese, and Hongkong dollars are current here on the same basis as the Kwangtung silver dollar, issued by the Imperial Chinese mint, which commenced work in Canton in 1889. Silver subsidiary coins issued from the same mint—20, 10, and 5 cent pieces—are so plentiful in the market that the Chinese almost invariably make use of them for payments, whether for large or small amounts. Foreigners generally use foreign bank notes and checks against foreign banks in their business and other transactions.

In order that merchants and manufacturers at home may thoroughly understand the system of weights and measurements in use in South China and the gradations of Chinese coinage, I give below authoritative tables thereof. In the "money table," I have calculated the exact value of the cash, candareens, mace, and tael in gold, i. e., United States currency.

The following are the Chinese weights, measures, etc.:

WEIGHTS.

One tael=1.333 ounces avoirdupois or 37.78 grams.
 Sixteen taels=1 catty=1.333 pounds avoirdupois or 604.53 grams.
 One hundred catties=1 picul=133.333 pounds avoirdupois or 60.453 kilograms.
 One hundred and twenty catties=1 stone=160.00 pounds avoirdupois or 72.544 kilograms.

LENGTH MEASURES.

One fun=14 inches English.
 Ten fun=1 inch=1.41 inches English.
 Ten inches=1 foot=14.1 inches English.
 Ten feet=1 pole=11 feet 9 inches English.
 Three hundred and sixty paces=1 mile=one-third English mile.
 Ten miles=1 league=3 $\frac{1}{3}$ English miles.

LAND MEASURES.

One foot=13.126 inches.
 Five feet=1 pace=30.323 square feet.
 Two hundred and forty paces=1 mow=26.73 square poles.
 One hundred mow=1 acre=16.7 acres.

MONEY.

One copper cash=\$0.00064.
 Ten cash=1 candareen=\$0.00644.
 Ten candareen=1 mace=\$0.06445.
 Ten mace=1 tael=\$0.64450.

From the above, it will be seen that one tael (=1,000 copper cash) represents the standard valuation, but in all business transactions and in making tael payments (which is figurative), the tael is reckoned as cash 1,380 instead of 1,000, and for every dollar, which is worth 7 mace and 2 candareens in silver, you will get 1,000 cash. For the last two years, possibly through a scarcity of copper, the silver tael has been reckoned at 1,110 cash and the Mexican dollar at 860 cash. The Canton (or the Chinese) money market fluctuates according to the price of the "copper cash," which, as I have stated, is the medium of exchange among the Chinese.

The present market value is:

	Cash.
One tael	1, 120
One dollar, Mexican	840

For mixed cash, that is, broken cash, etc., a dollar may fetch between 900 to 950.

Generally, a fortnight before the Chinese new year, the cash is worth between 650 to 780 for a dollar, Mexican, and sometimes only 600. A dollar Mexican is equal, usually, to about 50 cents gold, United States currency.

RECOMMENDATIONS.

As the result of my practical experience, I herewith reiterate the following recommendations, which, if carried out, will inure to the benefit of American business interests in this exceedingly wealthy and populous section of South China:

1. The immediate granting or establishment at Canton, or in its immediate vicinity, of an American separate concession where our merchants, etc., could erect residential and office buildings and godowns, where the products of American industry could be properly displayed and sold, and where native merchants, manufacturers, silk culturists, tea growers, and others could freely view and examine such exhibits. Shameen, the island known as the French and British concession, is so overcrowded that exorbitant rentals are demanded for all buildings, each year marking a notable increase in the rates. There is no more vacant ground on Shameen for building or other purposes, and the prevalence of the plague, cholera, and other deadly diseases incidental to this section acts as a sure preventive against any suicidal attempts to "crowd in" more buildings. An American (separate) concession would give a decided impetus to American trade in South China. Such concerns as the Standard Oil Company and the Sperry Flour Company would, I have been assured by their representatives, be only too glad of an opportunity of erecting and owning buildings in such a concession, from which they could do an immense and a much more profitable trade, not only in the interior, but in the many large towns and villages situated on the banks of the Pearl, East, West, and North rivers.

2. That every port on the seacoast of China and the towns and villages built on or near the banks of her rivers should be open to American commerce.

3. That the interior of China should be open to American commerce, free communication everywhere being not only permitted and authorized, but absolutely protected by the authorities, both civil and military.

4. Piracy, that standing and dangerous menace to American and foreign commerce generally, on the Pearl, East, West, and North rivers, should be absolutely wiped out, the haunts of the pirates destroyed, and a constant, vigilant patrol of small gunboats maintained on those rivers. The British, French, and Germans have a mosquito fleet of small and light-draft gunboats in these waters for the protection of the commerce of their respective countries, and, although some of our corporations—the Standard Oil Company, for instance—are continually sending junks loaded with their merchandise to consignees along those waterways, we have no American gun-

boat to protect them. Through the depredations of the pirates, many of those consignees yearly lose cargoes amounting in value to considerable sums of money.

5. Our flag should float and should be "in evidence" in every province, city, town, and village of any importance in the Empire. There are many large and flourishing cities and towns on the seacoast and on the Pearl, East, West, and North rivers where our flag has never been seen by the natives.

6. American merchants and business men generally should be permitted and legally authorized not alone to trade, but to reside, to own property, and to establish factories and other business enterprises in the interior and at all of the Chinese ports.

7. American citizens should be allowed to own and operate gold, silver, copper, coal, salt, and other mines, to construct and operate railways and telegraph and telephone lines, and to own wharves and landings for steamboat and other commercial purposes.

8. American trade-marks and patents should be absolutely protected from infringement by natives or others, and all parties convicted of infringing thereon should suffer appropriate punishment in the shape of fines or imprisonment, or both. Laws for the protection of trade-marks and patent rights should be uniform throughout the Chinese Empire, and attempts to establish special laws for different provinces energetically discountenanced.

ROBERT M. McWADE, *Consul.*

CANTON, *November 16, 1901.*

FUCHAU.

I submit returns for the year 1900, as compared with 1899:

IMPORTS.

Articles.	1899.	1900.
Cotton goods:		
Shirtings—		
Gray, plain	61,984	48,144
White, plain	15,167	10,420
Dyed—		
Plain	3,115	8,740
Figured	395	56
T cloths	194,577	118,074
Drills—		
English	5,458	3,651
American		4,491
Chintzes, furnitures, and plain cotton prints	8,610	3,882
Turkey-red cottons	13,310	7,352
Cotton Itallans, plain and figured	6,908	5,539
Jaconets, cambrics, lawns, muslins, and dimities	8,817	4,797
Handkerchiefs	9,176	6,746
Japanese cotton cloth	1,803	397
Japanese crepe		552
Mosquito netting		465
Cotton goods, unclassified		18,082
Cotton yarns:		
Indian	3,180,133	2,387,200
Japanese	1,123,066	224,133
Woolen goods:		
Camlets, English	2,450	1,636
Lastings	1,129	909
Long ells	580	272
Spanish stripes	1,344	908
Cloth, broad, medium, habit, Russian	441	269
Lustres and Orleans	631	876
Blankets	2,078	1,354
Metals:		
Iron, nail, rod	51,466	8,400
Bar iron	150,233	80,533

IMPORTS—Continued.

Articles.	1899.	1900.
Metals—Continued.		
Iron—		
Hoop.....pounds..		15,883
Sheets and plates.....do..		438,133
Wire.....do..	86,000	56,866
Old.....do..	1,597,733	903,200
Ware, unclassified.....do..	274,266	210,533
Tin—		
In slabs.....do..	536,133	406,466
Plates.....do..	425,466	377,866
Lead, pig.....do..	2,764,133	2,862,133
Zinc.....do..	56,533	4,000
Metals, unclassified.....do..	260,933	76,933
Steel.....do..		502,666
Quicksilver.....do..	10,533	9,200
Sundries:		
Aniseed.....do..		16,266
Bicho de Mar—		
Black.....do..	31,866	12,133
White.....do..	538,666	335,066
Braid, llama.....do..	182,000	* 855
Buttons, brass—		
Foreign.....gross..		4,110
Native.....pounds..		13,466
Candles.....do..	56,000	43,866
Cement.....do..	245,466	
Clocks.....pieces..	2,836	2,178
Coal.....tons..	15,197	6,252
Cockles, dried.....pounds..	158,000	107,600
Cosmetics.....do..	44,933	26,400
Cuttlefish.....do..	79,466	28,400
Dyes, aniline.....value..	\$25,990	\$24,387
Fans.....pieces..		56,452
Feathers, kingfisher.....do..		13,135
Fish—		
Salt.....pounds..	4,533,333	1,390,133
Dried.....do..		38,933
Skins.....do..		306,533
Flour.....do..	5,898,400	2,877,333
Ginseng—		
Corean.....do..	360	266
Japanese, first and second quality.....do..		18,000
American—		
Clarified.....do..	1,638	1,738
Crude.....do..	8,666	5,200
Native.....do..		1,066
Glass or vitrified ware.....pieces..	397	* 64,400
Glass, window.....boxes..	2,437	2,325
Glassware.....value..	\$3,355	\$1,243
Grass cloth, fine.....pounds..	7,600	7,600
Horns, cow and buffalo.....do..	244,933	311,200
Isinglass.....do..	73,866	85,066
Jadestone.....do..	2,133	2,266
White lead.....do..	46,400	85,600
Leather.....do..	64,133	
Machinery.....value..	\$65,044	\$207,160
Matches, Japanese.....gross..	236,117	183,433
Mate, tea.....pieces..	1,676,100	535,450
Medicines.....pounds..	177,733	218,000
Munitions of war.....do..	3,590,400	* \$27,449
Needles.....mille..	22,902	18,402
Oil—		
Kerosene—		
American.....gallons..	872,970	878,880
Russian.....do..	1,792,050	1,484,470
Sumatra.....do..	427,980	766,550
Castor.....pounds..	83,866	14,533
Pepper, black.....do..	137,066	68,533
Raisins.....do..	67,200	56,333
Rattans:		
Whole.....do..	349,066	315,233
Split.....do..	66,000	168,533
Rugs and druggets.....pieces..	1,598	1,828
Sandalwood.....pounds..	388,533	220,533
Seaweed and agar agar.....do..	3,339,866	1,861,000
Shellfish.....do..	148,733	55,466
Silk, piece goods.....yards..	19,436	* 11,466
Soap.....pounds..	234,666	246,533
Sugar, white.....do..	4,908,400	4,562,533
Umbrellas.....pieces..	20,062	14,878

* Gross.

* Pounds.

* Value.

EXPORTS.

Articles.	1899.	1900.
Bamboo:		
Split..... pounds..	1,212,088	944,138
Shoots..... do..	1,124,533	670,400
Dried..... do..	8,268,866	6,334,266
Feathers..... do..	188,266	146,933
Hams and bacon..... do..	10,400	18,866
Lampblack..... do..	10,266	264,533
Lacquer ware..... do..	5,600	10,800
Lunguangs..... do..		434,533
Medicines..... do..	1,106,188	594,000
Paper:		
First quality..... do..	76,800	587,838
Second quality..... do..	122,583	1,524,800
Joss..... do..		1,218,400
Rice..... do..	7,481,838	267,600
Tea:		
Black..... do..	40,720,933	38,035,733
Green..... do..	8,400	266
Dust..... do..	51,866	113,333
Leaf..... do..	171,466	378,866
Brick..... do..	5,860,800	4,648,866
Timber:		
Beams, soft wood..... pieces..	15,475	1,052
Planks, hard..... do..	848,804	129,933
Poles..... do..	230,886	
Tobacco, prepared..... pounds..		27,466
Wheat..... do..	2,718,800	
Woodenware..... do..		16,938

* Pounds.

* Square feet.

SAMUEL L. GRACEY, *Consul.*FUCHAU, *September 14, 1901.*

HANKAU.

The increase of trade that was expected this year has not been realized. It was believed that the imports, which last year fell far below those of 1899 on account of the disturbed conditions of the country, would be greatly enlarged this season in order to supply the demand created by the paralysis of business during 1900. But many things have combined to retard the normal commercial activity of central China.

The length of time required by the Commission and Chinese Government to settle the various questions that required agreement before the protocol could be signed, caused a lack of confidence in all parts of the country and a feeling of insecurity, not only to capital but to life, that so interfered with trade that only the barest necessities were purchased and kept in stock by the merchants. A second drawback was the drought for the past three years, which caused a failure of crops in the provinces of Shensi, parts of Honan, Shansi, and Hupeh. Then, when the first crop of rice was nearing harvest this summer, the Yangtse River rose 50 feet above low-water mark, ruining the homes and crops of several hundred thousand people, and causing serious loss of life.

The standard of value among the commercial classes in China is the tael, which varies in every port and fluctuates daily, as compared with gold. Last year at this time, the Hankau tael was worth 73 cents gold; to-day, it is worth but 65½ cents.

As all orders for merchandise to foreign countries have to be paid

for on a gold basis, the cost of goods to the importers has advanced 10 per cent over last year.

The standard of the value among the laboring class is the cash, and at this time a year ago the rate was 960 cash for a Mexican dollar, which was worth 72 tael cents, the same as to-day; but at this date, the laborer only receives 840 cash for a Mexican dollar, and, as most of the working class are paid in cash, this reduces the purchasing power of their wages about 15 per cent, which is a very important item where wages are \$3 to \$5 Mexican per month.

THE NEW TARIFF.

The new 5 per cent ad valorem tariff goes into effect the 12th of November, and the merchants have already advanced the price of their goods 10 per cent on account of the high rate of exchange and the new duties, so that the natives who depend on their day's work for food for the morrow are the people who will suffer most severely. Yet, with all the disastrous conditions of trade to contend with, a new house tax has been laid upon the owners of houses whose rental value is over \$1 per month. The outlook, until an abundant crop is raised and business has resumed its normal condition, is not encouraging.

UNITED STATES TRADE.

As has been stated in previous reports, it is impossible from the data obtainable to give even an approximate estimate of the trade of this port with the United States. While there are nine regular steamship lines—China Merchants' Steam Navigation Company, Indo-China Steam Navigation Company, Limited; China Navigation Company, Limited; Hamburg-American, Norddeutscher Lloyd, Osaka Shosen Kasha, Greaves & Co., McBain's, and Standard Oil Company—the majority of which make biweekly trips between Shanghai and Hankau, there are no regular lines running between Hankau and foreign ports. Therefore, nearly all imports pass through the customs at Shanghai, and are consigned to Shanghai firms. The leading importing firms there have branch houses at the outports, or supply the trade of the interior from their Shanghai godowns. Goods from the United States are shipped with other articles to this port, and no separate report is made to show from what country they are exported, except the items of kerosene oil, drills, sheetings, and clarified ginseng, in the annual customs reports. Exports purchased here by Shanghai firms are forwarded to their houses at that port and when exported are invoiced from there. Therefore, Hankau does not get due credit for its trade.

Among the American goods on sale here are all kinds of canned fruits, vegetables, meats, flour, beer, wines, whiskies, cheese, condensed milk, clocks, watches, bicycles, typewriters, sewing machines, drills, sheetings, kerosene oil, and many other articles. France, Germany, and England have agents established here that push the trade of those countries, while the United States, with the exception of the Standard and Vacuum Oil companies, has no firms here.

TEA.

The crop of tea (which has been one of the largest items of trade in this market) turned out about three-fourths the usual number of half

cheests this season. Through the kindness of Messrs. Evans, Pugh & Co. I am able to inclose the last tea report.

GENERAL IMPORTS.

The principal articles of import from foreign countries and Chinese ports during the six months of 1901 ended June 30, as compared with the same period of 1900, have been:

Principal imports from foreign countries and Chinese ports for the six months ended June 30, 1900 and 1901.

Articles.	1900.	1901.
Opium:		
Foreign.....pounds	29,429	845,254
Native.....do	28,085	1,224,242
Shirtings.....pieces	1,052,888	1,066,727
Drills, English and American.....do	76,020	60,580
Sheetings, English and American.....do	59,215	90,455
Chintzes and furniture.....do	99,359	98,788
Turkey-red cottons.....do	117,747	121,601
Cotton lastings.....do	81,994	81,896
Velvets and velveteens.....do	137,403	156,815
Handkerchiefs, cotton.....dozens	4,146	8,878
Cotton yarn:		
English.....pounds	709,866	62,800
Indian.....do	10,838,800	16,056,133
Japanese.....do	18,720,266	11,107,066
Chinese.....do	8,611,333	4,082,933
Woolen goods:		
Camlets, English.....pieces	7,870	6,030
Lastings.....do	5,310	4,158
Longs ells.....do	8,940	9,860
Spanish stripes.....do	1,508	4,057
Cloth, Russian.....do	2,273	8,540
Italian cloth.....do	8,087	10,387
Metals:		
Iron—		
Nail rod.....pounds	305,200	309,200
Wire.....do	856,400	1,038,266
Tin, in slabs.....do	154,983	157,600
Lead, in pigs.....do	1,945,200	2,524,133
Copper, slabs, Japan.....do	367,866	217,466
Foreign sundries:		
Betel nuts.....do	605,600	788,266
Bicho de mar, black.....do	111,866	130,666
Braid, llama.....gross	94,200	119,250
Buttons, brass.....do	84,700	103,600
Cardamoms.....pounds	303,333	193,200
Cassia lignea.....do	116,400	92,533
Cuttlefish.....do	117,866	370,666
Dyes, aniline.....dollars	114,561	116,752
Ginseng, American clarified.....pounds	39,733	39,066
Matches.....gross	204,840	8,280
Needles.....mille	322,000	339,269
Oil, kerosene—		
American.....gallons	1,496,000	2,080,500
Russian.....do	6,597,010	2,927,490
Sumatra.....do	300,600	3,334,818
Pepper, black.....pounds	662,666	750,666
Sandalwood.....do	854,400	1,167,600
Sapan wood.....do	614,400	727,600
Sea weed, Japan.....do	7,055,600	10,106,933
Sugar—		
Brown.....do	5,828,266	5,947,733
White.....do	1,431,466	258,933
Refined.....do	1,895,066	4,482,666
Tea and tea dust, Ceylon.....do	155,866	712,800
Native sundries:		
Bamboo shoots.....do	843,866	1,146,666
Cotton, raw.....do	1,186,600	159,733
Cuttlefish.....do	40,002,000	662,933
Fans, paper.....pieces	6,114,933	2,921,016
Medicines.....value	\$347,450	\$306,511
Musk.....pounds	2,048	2,263
Paper.....do	355,466	176,963
Rhubarb, szechwan.....do	637,733	294,130
Safflower.....do	19,466	22,030

*Steam factory product.

Principal imports from foreign countries and Chinese ports, etc.—Continued.

Articles.	1900.	1901.
Native sundries—Continued.		
Silk—		
Raw, yellow	pounds.. 89,466	179,466
Refuse	do. 71,066	89,963
Cocoons, refuse	do. 112,800	111,838
Piece goods	do. 191,066	268,000
Ribbons	do. 12,666	6,266
Sugar—		
Brown	do. 6,722,266	18,542,583
White	do. 8,123,866	12,971,600
Tea, black	do. 14,104,983	11,437,066
Tobacco, prepared	do. 358,800	144,800
Wax, white	do. 1,209,338	628,533

Exports to foreign countries and Chinese ports for the six months ended June 30, 1900 and 1901.

Articles.	1900.	1901.
Shirtings, gray, Hankam *	pieces.. 2,076	8,640
Cotton yarn, Hankam *	pounds.. 1,899,738	696,466
Beans:		
Black	do. 3,180,666	8,636,666
Green	do. 2,694,666	4,075,466
Yellow	do. 56,006,866	80,008,333
China root	do. 1,245,866	1,244,000
Cloth, native and nankeens	do. 729,466	592,933
Coal	tons.. 27,219	82,709
Cotton ribbons	pounds.. 42,800	18,533
Fungus	do. 1,104,533	1,340,666
Gypsum	do. 17,848,133	31,172,666
Hemp	do. 6,135,600	6,172,583
Hides, cow and buffalo	do. 13,604,983	16,306,066
Ironware	do. 4,717,733	4,844,266
Medicine	value.. \$234,119	\$246,414
Musk	pounds.. 7,733	16,933
Nutgalls	do. 1,608,600	1,246,000
Oil:		
Sesamum seed	do. 3,832,266	765,333
Wood	do. 30,011,466	20,766,266
Paper	do. 2,887,733	1,416,000
Rhubarb, szechwan	do. 181,466	109,066
Seed, lily flower, or lotus nuts	do. 685,733	724,533
Seeds, sesamum	do. 25,541,066	26,690,400
Silk:		
Raw—		
White	do. 1,333	9,333
Yellow	do. 94,800	152,533
Refuse	do. 98,066	112,900
Tallow, vegetable	do. 8,276,800	12,902,133
Tea:		
Black	do. 13,644,800	15,849,066
Brick—		
Black	do. 9,310,400	1,839,333
Green	do. 4,101,200	3,019,733
Tobacco:		
Leaf	do. 3,910,983	5,235,200
Prepared	do. 3,769,600	3,956,400
Varnish	do. 728,733	728,666
Wax, white	do. 69,066	62,800
Wood poles	pieces.. 319,433	106,644
Rice	pounds.. 200,000	

*Steam factory product.

COTTON AND GRASS CLOTH MILLS.

The cotton mills at Wuchang have been idle most of the year; the output is small.

For the past two years, ramie or grass-cloth mills have been in the process of erection. The buildings had been completed, the machinery

placed, and a new industry of importance was expected; but for some reason the manager, who had a contract for several years, has been informed that his services are no longer required. It is said that the manufacturing of grass cloth has proved a failure.

THE IRON WORKS.

The Viceroy's iron works at Hanyang are running full time, and are supplying the rails for this half of the Hankau-Pekin Railway. (In my report for 1900, on pages 960 and 961, in *Commercial Relations of the United States, 1900*, volume 1, I am quoted as saying, "the Viceroy's iron works and smokeless powder mills are located at and near Seoul." This was a printer's error; it should have been Hanyang.)

IRON ORE FOR JAPAN.

The Japanese Government has closed a contract with Viceroy Chang for 105,000 tons of iron ore from the mines at Wong Tze Kong, 65 miles down the river from this port, where the ore for the iron works and arsenal at Hanyang is secured. The ore is being taken to the Moji iron works in Japan.

THE ARSENAL: SMOKELESS POWDER.

Work at the arsenal has continued active. Rifles and lightfield cannon are being turned out, and large quantities of ammunition are being made and stored at Wuchang and other fortified points on this river.

The mills for the manufacture of smokeless powder, which were built on the Han River, 3 miles above the arsenal at Hanyang, continue to turn out that product.

NEW STEAM BRICK MACHINES.

The German steam brick machines that were erected last year are producing large quantities of red and black brick.

RAILWAYS.

The Hankau-Pekin Railway, that is being built under the supervision of the Belgian Government, has not begun to run regular trains on the hundred miles that are completed at this end of the road, but has been running construction trains for over a year. The work proceeds slowly. During the floods in July and August, a great deal of damage was done to the road bed in many places. Great difficulty is expected in bridging the Yellow River, on account of the porous nature of the soil and the swampy condition of the approaches.

It is understood that the American syndicate, which secured the concession for building the Hankau-Canton Railway and made a preliminary survey of the proposed route early in 1899, is preparing to begin work at several points on the above line.

The port that was ordered opened by imperial decree last year, that was to be located 3 miles below Wuchang on the Yangtse and was to be the Hankau terminus of the Hankau-Canton Railway, has made no progress, and no buildings have been erected on the site.

BUNDS.

The bunds facing the Yangtse River, in the Russian, French, and German concessions, were practically finished last fall. They were built of limestone to the height of 50 feet above low-water mark, but the rise of the Yangtse in July and August of this year was over the top of the bunds by 2 or 3 inches.

MINES.

Concessions for mining gold, silver, copper, and antimony ores have been given by the board of mines to parties of Americans, French, and Germans, who are at present endeavoring to develop the claims. The concessions are of such recent date that it is too early to expect returns from the properties; but the restrictions that the Chinese throw around enterprises of this kind make it difficult to succeed.

COAL FIELDS OF HUNAN.

The province of Hunan contains immense quantities of coal, anthracite and bituminous. Under the supervision of American and German engineers, a railway is being constructed by the Chinese from the coal fields to a waterway that will connect with the Yangtze River, and will afford much easier facilities for bringing the coal to market. Even with the abundance of coal so near this port, it is almost impossible at times to purchase a winter's supply. Formerly, the price was \$5 or \$6 Mexican (\$2.38 or \$2.85) per ton, but the increased demand in the last three years caused it to rise to \$18 Mexican (\$8.55) in 1899, and last fall to \$16 Mexican (\$7.60) per ton; and even at that price the quality is poor. Water is poured over coal and wood is soaked in water to increase the weight of each. When coolies carrying a basket of coal that contains 250 pounds set it down to rest, the wet impress is left in the road, and three-fourths of a ton is often sold for a ton.

TELEPHONE PLANT.

The German post-office at this port is preparing to put a telephone system into the foreign business houses located in the various concessions. There are fifty subscribers, with the prospect of more, and the charge is \$120 Mexican (about \$57 gold) per annum.

PARCELS POST.

The need of a parcels post between the United States and the Far East is apparent to anyone living here, not only to foreigners, but to natives engaged in trade. No parcel weighing over 4 pounds, intended for the United States, will be received by the Chinese imperial post; but it accepts parcels weighing 11 pounds for nearly all other countries. The Chinese hesitate to send small sample orders to the United States, because the risk is so great, and it requires such a length of time to receive the goods ordered. To illustrate: Parties that have received catalogues from the large department stores in the United States as a rule are pleased with the price lists. They send sample orders and then have to wait from five to seven months before they receive their

goods. These come by the way of Europe, being transhipped at London, at Colombo (in some cases), and at Shanghai. The goods are frequently not properly packed for so long a voyage, and the rough handling they receive causes serious damage. The cost of carriage by that roundabout way, including payment to three or four shipping agencies, is double what it would be if there were a parcels post to the United States. After one has gone through the above experience, he prefers to purchase in the Eastern markets or to send orders to Europe.

If it is impossible to establish a parcels post, such as all European countries possess, it would certainly be a great convenience to Americans in the Far East to have agents stationed at ports whence the trans-Pacific steamship lines sail, to whose care all parcels could be addressed, in order that these goods would come direct. It ought not to take more than three months to have small orders filled from Japanese and Chinese ports. The foreign trade of the United States would be greatly increased by the parcels post. It would introduce goods to the natives, through our missionaries and the children that attend their schools, and the time required to get goods from the United States would be thirty days sooner than from European countries, instead of thirty to sixty days longer, as it is now.

MISSIONARIES.

Most of the American missionaries have returned to their stations in the interior, and before the winter is past, if there is no further trouble, all will have begun work again. Until within a few weeks, it has not seemed advisable for the women to return to the interior, but since the signing of the peace protocol most of them have felt secure in doing so. Letters that have been received at this consulate from the various missions say that the Chinese officials and natives are very friendly, and the missionaries anticipate no trouble.

THE CHINESE COMPRADORE.

In all business relations in China, the compradore is the power behind the throne. No firm pretends to do business without a compradore. Most foreign firms have as managers men who are not accustomed to the language and the trade habits of the natives. They engage a compradore who may belong to the different guilds, and whose business it is to make all purchases required by his firm. He is allowed a definite commission on all goods purchased, and as the guilds to which he belongs meet weekly, or oftener if necessary, and fix the prices of the various commercial commodities according to the compradore's suggestions, the foreigner has to pay for the goods whatever the compradore demands.

When a shipment of merchandise is desired by a firm, the compradore is called in and asked what certain goods can be purchased for. He reports after investigation. If the firm purchases the goods, the compradore has not only secured his commission, but also the profit made on the goods in buying them from the natives. His wealth accumulates rapidly.

Many of the firms in the East are stock companies, and the compradores have gradually purchased more or less of the stock, so that to-day, they own and control not a few companies that in name are managed by foreigners.

FOREIGNERS IN CHINA.

Many foreigners who visit China for a few weeks, are thrown into the company of the officials and the commercial class of natives, and return home with the idea that the Chinese are falling over each other to receive the foreigner with open arms, professing the greatest friendship for the country he represents, for the religion his missionaries teach, and for Western civilization. They agree to every proposition that he advances, and say yes to everything they think will please the foreigner. The Chinese, from the highest mandarin to the lowest cooly, are born diplomats.

After the American syndicate had received the concession to build the Hankau-Canton Railway, the American newspapers were filled with extravagant accounts of the wealth of the country through which the road ran. It was stated that the syndicate would realize from \$100,000,000 to \$500,000,000 from the undertaking.

The higher Chinese officials read those sensational articles and came to the conclusion that if foreigners were going to make such fabulous amounts of wealth out of the concessions, they had better arrange to secure a share for themselves. They therefore decreed that Chinese should own the majority of the stock in the Chinese railways; that they should be managed by Chinese officials and be regulated according to their ideas. Mines should pay a Government tax of 10 per cent of the gross output. The restrictions are such as to make it almost impossible to succeed in enterprises of this kind unless the profits from the concessions are enormous and the expense of working them small.

Yet, while the Chinese are clever enough to secure the larger share of the profits in enterprises conducted by foreigners, they get beyond their depth in attempting to dictate the management, and in the great majority of cases where they have erected iron works, arsenals, woolen, cotton, or grass-cloth mills, started schools, agricultural colleges, etc., they have secured foreign superintendents; but, having been educated to think that the Chinese way of doing a thing is the best, they will not allow the superintendent to carry on the work according to his judgment. The foreign superintendents, who, as a rule, are men fully qualified for their positions, arrive at their posts with high hopes and full of energy. But they have not calculated upon the Chinese character. They are given to understand that every facility will be afforded them for making their work a success. They select their men and organize for the undertaking, but they soon learn that there are many officials who desire that their relations shall be on the pay roll. These employees are not put there to work, but to draw salaries. Many manufactories have from six to ten men to do the labor that could be done by one man in the West. They do only what work they are compelled to do. Again, unless the superintendent is ever on the watch, no care is taken of anything. Hundreds of thousands of dollars worth of imported machinery is allowed to be exposed to the weather, unhoused for months, until it is ruined.

The professors who came out to start an agricultural college brought several thousand dollars' worth of farming implements. They were given eight or ten boys as students to start the college with; also eight laborers and two head and two assistant superintendents for the eight men. The men worked only when the assistant superintendents were present. The managers were allotted a half acre of ground to

start with to plant the trees and shrubs they brought with them; but they were promised plenty of land for the farm.

They waited for months; they were told not to be in a hurry as they were drawing their salaries and all would be provided in time. They continued to wait; their agricultural machinery was rusting and becoming useless. They tried to explore the country and find fruits, plants, and grains that could be introduced more generally among the natives. After waiting two years and a half, they finally left disgusted.

The superintendent of one arsenal informed me that he had carefully estimated what it costs to make rifles, and that it was twenty times as much as they could buy them for in Europe.

Enough money has been expended in China during the last forty years, in introducing various Western enterprises, to have made many of them a great success if they had been left under the management of foreigners.

L. S. WILCOX, *Consul*.

HANKAU, *October 26, 1901.*

Hankau tea report from 1897 to December 31, 1901.

	1901.	1900.	1899.	1898.	1897.
Hankau teas:					
Total supplies.....half chests..	531,389	698,897	753,077	684,701	582,358
Total first crop.....do.....	484,368	517,013	496,624	458,189	447,758
Total settlements.....do.....	479,587	677,738	728,680	681,391	523,112
Total settlements of Kewkiang teas, half chests.....	180,620	210,228	217,674	220,220	210,872
Shipments to London direct.....pounds.....			5,931,223	3,699,815	3,877,734
Shipments to Russia direct via Suez Canal.....pounds.....	24,492,015	33,403,851	24,700,958	21,737,460	19,338,134
Shipments to Russia via Tientsin and northern ports.....pounds.....	7,517,219	6,905,756	24,000,000	26,500,000	19,000,000
Shipments to Shanghai on native account.....half chests.....	62,687	34,686	30,653	5,147	46,586
Russian teas (estimated):*					
First crop.....do.....	494,000	620,000	560,000	525,000	500,000
Second crop.....do.....	10,500	25,000	213,000	230,000	31,000
Total.....do.....	504,500	645,000	773,000	755,000	531,000

* There was no third crop.

Supplies of Hankau tea for five seasons.

	1901-1902.	1900-1901.	1899-1901.	1898-99.	1897-98.
First crop.....	<i>Half chests.</i> 484,368	<i>Half chests.</i> 517,013	<i>Half chests.</i> 496,624	<i>Half chests.</i> 458,189	<i>Half chests.</i> 447,758
Second crop.....	47,021	161,088	155,670	153,012	67,000
Third crop.....		20,796	100,788	73,500	67,600
Total.....	531,389	698,897	753,077	684,701	582,358
Settlements.....	660,207	887,966			
Shipments on native account.....	62,687	34,686			
Stock.....		1,104			
Total.....	722,894	923,756			

Exports figures from 1897 to December 31, 1901.

	1901-1902.	1900-1901.	1899-1900.	1898-99.	1897-98.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Hankau district teas	35,236,800	47,879,000	54,838,400	48,644,900	40,475,523
Kewkiang district teas	11,921,600	14,421,000	14,872,400	14,426,988	14,012,281
Total	47,158,400	62,300,000	69,710,800	63,071,888	54,487,754
To Great Britain direct.....			5,931,228	3,699,315	3,877,781
To Great Britain direct and via Shanghai.	6,324,991	8,271,788	10,210,283	8,062,584	9,940,839
To Russia direct and via Shanghai.....	24,828,088	35,447,590	25,940,112	22,874,747	19,610,645
To Tientsin and north ports via Shanghai.	7,517,219	6,906,756	23,889,948	26,563,906	19,037,180
To America and Canada via Shanghai...	6,794,396	10,583,182	5,264,276	4,567,062	5,811,527

TRADE CONDITIONS IN SWATOW.

Consul McWade sends from Canton, October 30, 1901, the following report by Vice-Consul Langhorne on commercial conditions in Swatow, which report is based on a trip of personal investigation. In the preparation thereof, says Mr. McWade, assistance was given by merchants and missionaries in Swatow, and the values given are copied from the Chinese imperial maritime customs report for 1900.

Swatow is a city of between 40,000 and 50,000 inhabitants, situated on the northern bank of Swatow Bay, near the eastern extremity of Kwang Tung Province, in latitude 23° 20' 40" north, and longitude 116° 39' 3" east.

Its geographical location and natural advantages are greatly in its favor as a commercial port. It is 5 miles inland, and has an excellent harbor. The latter has a breadth of half a mile of deep water with good anchorage, and can be entered by vessels drawing 21 feet 6 inches. Swatow is surrounded on the south and east by high hills and bluffs which afford shelter from the violence of the typhoons and storms which are such a peril to navigation along this coast.

Swatow, or sandbank, as its name signifies, was formerly a small fishing village built upon a sand bar at the mouth of the Han River. This bar, aided by the action of the tides, grew rapidly. Ma Su, or Double Island, a small island at the entrance of the bay, was then the port of this section. Ma Su was settled by the British as early as 1840, and was the headquarters of a number of firms that did a thriving business in contraband opium and coolies, the latter practically amounting to a slave trade.

Double Island being so small, some of the firms moved to Swatow, building warehouses and dikes on the land that was being rapidly reclaimed from the bay. When the port was opened by the treaty of 1858, Swatow became the natural commercial center and has grown steadily to its present size and importance.

Swatow is in the Chao Chow prefecture, which is composed of nine districts: Jao Ping, Hai Yang, Ta Pu, Kieh Yang, Ching Hai, Chao Yang, Hwei Lai, Pu Ning, and Fung Shun. This prefecture has an area of about 5,000 square miles and is one of the most thickly populated sections of China. There are about 6,000 towns and villages with an aggregate population of over 6,000,000.

The inland commerce is greatly facilitated by the numerous waterways, of which Swatow is the center. The Jo Ping River flows into the sea about 40 miles above Swatow, and the Kui Su River, which waters

the greater part of the district of Chao Yang, empties into Hai Mun Bay to the south, but boats, large and small, from those two rivers and from the coast of Hwei Lai district can easily reach Swatow, which is situated near the confluence of the Kieh Yang and Han rivers, which with their tributaries, drain the other six of the nine districts of the prefecture of Chao Chow.

Further, about 100 miles above Swatow, at Sam Ho Pa, where the river is called "the water from three provinces," there comes in the Upper Han, which flows down from the large prefectural city of Ting Chow Foo, more than 100 miles above in the Fo Kien province, and from the southwest the West Branch of the Han, which, with its tributaries of some 200 miles of water navigable for Chinese river boats, drains the great prefecture of Hai Ying, nearly as large and populous as Chao Chow and inhabited by the hardy race of Hak Kas, who are called the "Scots of China."

Swatow is thus the commercial and business center, not only of its own prefecture, but also of those adjoining. The aggregate population of these prefectures is conservatively estimated at between 12,000,000 and 14,000,000.

None of the rivers or waterways are of great size. The Kieh Yang River is the only one that is navigable for vessels of any draught and it will only admit boats drawing 18 feet as far as the city of Kieh Yang, a distance of 42 miles above Swatow.

The Han River, which is not to be confounded with the Han River of Northern China, is the largest and most important of the streams of this section. It is navigable for small boats only for more than 200 miles above Swatow. The Upper Han extends for more than 100 miles in the Fo Kien Province and its Western Branch drains the districts of Cheng Ping, Ping Kwan, Hing Ning, and Chang Lo.

There was formerly a strong antiforeign feeling in the Kia Ying district, but the people afterwards expressed a desire for a teacher from the United States and offered to pay all expenses. They also wished to have American paper-making machinery and steel bridges introduced. This is the lumber producing section of the prefecture, and supplies nearly all of the wood and timber used in Swatow.

There are many large cities and towns in this district, the principal of which is Chao Chow Foo, the official headquarters of three prefectures and home of the Tau Tai. The population of Chao Chow Foo is estimated at half a million. It was the original port opened to foreign trade in 1858. The British have their consular buildings there, but they are seldom occupied.

Chao Chow Foo is the distributing center of a large native commerce and a rendezvous for the thousands of boats that ply between the upper regions and Swatow.

AGRICULTURE.

Agriculture and fishing are the main industries. Every available foot of ground is under cultivation, and irrigation, where it is to be had. The sowing, harvesting and thrashing are all done by hand. In plowing and harrowing, the crushing of cane and grinding of wheat, they use the water buffalo and zebu. Their farming utensils are limited and crude, the hoe, spade, iron-pointed plow and harrow, bamboo rake, and a small curved knife for cutting the crops being

the principal ones in use. Other devices are equally as simple. Rice is thrashed in tubs by striking the grain against strips across the top, and is hulled or shelled by being ground in baskets.

The lands are divided and subdivided into many small holdings. It is exceptional for one person to own and farm a large tract. The fields are so small, and labor so cheap and plentiful, that it would be hard to introduce harvesting machinery.

In irrigating a field from an adjoining stream or pond, a treadmill water wheel or pump is used, on which two or three coolies work from sunrise to sunset for 20 cents Mexican (\$0.10) a day. Irrigation is one of the great problems.

The rich valleys are very extensive, and the water supply well distributed. As the water in most cases must be raised only a few feet to reach the fields, windmills should prove valuable, and if accepted by the Chinese, the demand would be enormous.

The broad and extensive valleys of rich alluvial deposits yield bountiful crops of rice, sugar, hemp, taro, indigo, fruits, and vegetables.

RICE.

The Kieh Yang Valley is particularly adapted for the cultivation of rice, being low, level, and well watered. Kieh Yang rice is famous for its superior quality, and commands the highest price. Rice is the largest crop and the principal article of food. It is extensively grown throughout the country, and although two crops are made each year, there is not enough produced for home consumption. Nearly 300,000,000 pounds have to be imported annually to supply the shortage.

SUGAR.

Sugar is the second largest crop and is the chief article of export, 183,637,866 pounds, valued at \$4,083,514 (gold) being shipped from Swatow in 1900. Of this, nearly all goes to other Chinese ports—Shanghai, Tientsin, and Hankau chiefly—and about 12 per cent goes to the refineries at Hongkong. All native sugar is raw and brings from \$2.50 to \$4.50 a picul.

This is one of the largest sugar-producing sections in China, and the output could be greatly increased by the use of modern sugar presses, as a large percentage is wasted by primitive crushing.

The native press consists of two vertical cylinders of stone mounted in a frame, which they can not keep tight, and turned by two or three water buffalo. This device is so inferior that the cane, after being passed through twice and often three times, still contains so much juice that it takes several days for it to dry, to be used for fuel.

In 1897, Bradley & Co., one of the most enterprising of the English firms, erected in Swatow two double horsepower American presses, to show the natives their value. A Chinaman seeing them work, was so much pleased that he bought both machines and shipped them to the country, but not knowing how to run and adjust them, they soon got out of order and were thrown aside and declared useless.

Jardine, Matheson & Co., one of the largest business and shipping firms in Swatow, erected, in 1883, a large sugar-refining plant at a cost of \$125,000. They started the business on a large scale and produced the finest grades of sugar, but owing to the high price of the

local sugar and to the taxes on both the raw and refined articles, were forced to close their plant and have never reopened it.

The native sugar is almost exclusively used by the Chinese, very little of the refined grades coming from Hongkong.

INDIGO.

Indigo is a large crop and an important article of export. Most of the indigo goes to Chinese ports, only 10,000 piculs being shipped to foreign countries.

In making indigo, the plants are allowed to soak in tubs of water for twenty-four hours. After stirring and crushing, they are taken out and the indigo is precipitated with lime. The mixture is put into baskets to drain, and is then ready for market.

TOBACCO.

Tobacco is another large crop. Men, boys, and many women, smoke habitually. Snuff is also largely used, and sells at from a few cents an ounce for poor qualities to the extravagant price of \$40 to \$50 an ounce and more for the finest old qualities. Prepared tobacco, which is a fine-cut smoking tobacco, has a large sale. The cheaper qualities are much adulterated. Prepared tobacco is a large article of export, nearly \$500,000 being shipped to Chinese ports and the Straits.

Leaf tobacco is imported, and is used in the manufacture of high grade smoking and snuff. American cigarettes and smoking tobacco and Manila cigars are found in most of the stores that deal in foreign goods. Large numbers of cheap cigarettes are sold.

The import of foreign tobacco for 1900 was—

Kind.	Quantity.	Value.
Leaf.....pounds..	566,082	\$21,988
Prepared.....do....	25,500	2,828
Stalks.....do....	100,940	692
Total.....	692,472	25,408

TEA.

But little tea is raised in this prefecture, and that of inferior quality. Most of the tea is brought overland from the interior districts and from Fo Kien.

The shipments of tea from Swatow amounted to 1,282,200 pounds, worth \$151,129, for 1900.

FISH.

Fish and pork are the principal meat foods of the masses; every conceivable form of fish, mussel, and shrimp is eaten by them. The fish markets are the busiest places in the cities. Thousands of boats and tens of thousands of people are engaged in supplying the demand, and large quantities of smoked and dried fish are imported from other Chinese ports and from abroad, the amount in 1900 being as follows:

Kind.	Quantity.	Value.
Native.....pounds..	1,816,823	\$54,277
Foreign.....do....	1,685,400	57,606

PORK.

Pork ranks next to fish as an article of meat consumption. The pig is a household animal, and the family is poor indeed that does not possess one. Hogs are raised throughout the country; the meat is sold by the ounce and is generally eaten fresh. Hams are a delicacy and are in great demand.

American cured meats should find a ready sale here.

SHIPPING.

Swatow is admirably situated for a commercial port. It extends out into the bay, and has an extensive water frontage on two sides, which can be built up in either direction. Being at the mouth of the Han River and a little below the Kieh Yang, it is the natural receiving and distributing center of the vast inland trade of the populous country drained by these two rivers, upon which thousands of native boats are engaged in trade.

Swatow is also quite a center for the coast trade, and has a large business with Singapore and the Straits.

There were 1,064 steamers, averaging 1,039 tons each, entered and cleared in 1900. The lion's share of the trade was done under the British flag, which headed the list with 181 vessels. The Japanese came next, with 155; then the German, 72; Swedish and Norwegian, 15; Chinese, 14; Dutch, 3; Austrian, 1. There were three vessels flying the American flag, but they belonged to the China Merchant's Steam Navigation Company, which used our flag for protection during the troubles of last year.

STEAMSHIP COMPANIES.

There are ten steamship companies that have agencies in Swatow and control the business of the port. They have large warehouses, and several of them have piers and docks, though most of the steamers are loaded and unloaded in the harbor by lighters.

The vessels are mainly small, though many are from 1,800 to 2,200 tons. They handle the immense traffic of the Chinese coast from Newchwang and Tientsin to Hongkong and Hai Nam, also the huge trade with the Straits Settlements, Sumatra, Borneo, and Siam. All the lines have agencies in Hongkong, and the British lines have their offices in London. The owners are:

1. The China Navigation Company, or Butterfield & Swire.
2. Indo-China Steam Navigation Company, Jardine, Matherson & Co., agents.
3. China Merchant Steam Navigating Company.
4. North German Lloyd, Butterfield & Swire, agents.
5. Bradley & Co., Bradley & Co., agents.
6. Douglas Lapraig & Co., Jardine, Matherson & Co., agents.
7. Lautz & Haesloop, Lautz & Haesloop, agents.
8. Lim Yam Seng & Co.
9. Osaka Shosen Kaisha, Bradley & Co., agents.
10. Melchers & Co., branch of Hongkong.

EXCHANGE.

The variations in exchange between the haikwan tael, the Mexican dollar, and the United States gold are so great that in quot-

ing from the Trade Report I will often use the haikwan tael, which is at present worth 0.709 gold. The Mexican dollar will never be used.

COMMERCE.

The Trade Report of Swatow, issued by the Imperial Chinese customs, shows, with few exceptions, a steady increase in the commerce of Swatow from year to year. In 1890, the total value was 24,935,095 haikwan taels, and in 1899 the total value of trade was 45,696,865 haikwan taels, almost doubling that of ten years before. Swatow is now fourth among the treaty ports of China in volume of trade. Eighteen hundred and ninety-nine stands as the record year, having a total value of 45,686,865 haikwan taels, or \$36,288,962. The slight decrease for 1900 (a little less than 1,500,000 taels) speaks well for the stability of the trade of Swatow during a year in which China seemed virtually at war with the world.

The import trade is by far the most valuable, and the foreign imports show the greatest increase.

The total foreign imports for 1900 were 12,700,000 taels; the native imports, 18,172,127 taels. The total value of foreign trade was 17,700,000 taels.

Table of the gross annual trade for the last decade.

Year.	Haikwan taels.	Year.	Haikwan taels.
1890.....	24,935,095	1896.....	27,532,036
1891.....	25,398,983	1897.....	28,832,133
1892.....	24,305,175	1898.....	35,330,384
1893.....	24,538,711	1899.....	45,696,865
1894.....	25,336,741	1900.....	44,030,734
1895.....	27,251,034		

IMPORTS.

The principal articles of import are opium, cotton goods, oil, coal, flour, rice, medicines, manufactured articles, clocks, watches, lamps, and sundries.

OPIUM.

Opium has always been one of the largest articles of import, from 3,000,000 to 4,000,000 taels worth being brought in annually. The importation is falling off, as the poppy is being extensively cultivated throughout the prefecture. Most of the opium comes from Malwa, Patna, Bunares, and Persia. Malwa supplies the largest amount, but the Patna opium is of superior quality.

COTTON GOODS.

Cotton goods and yarn usually constitute the most valuable import. \$4,070,000 taels (\$2,233,000) worth entered in 1900, of which 2,750,000 taels represented the value of 45,000 bales of Indian yarn. In a country where cheapness is the first consideration, the Indian yarn naturally has the greatest demand, being from \$6 to \$8 cheaper than the English yarn, though cloth made from the latter is more glossy and of finer quality than that made from the Indian or Japanese product.

During most of 1900, yarn varied from \$45 to \$50 a bale, closing at \$42.50 to \$45. The Japanese yarn costs \$1.50 to \$2 more than the Indian. There is also an increase in the demand for raw cotton.

Notwithstanding the large importation of yarn for Chinese manufacture, the demand for foreign cotton cloth continues to increase, especially in gray, white, and dyed shirtings and Turkey reds. There is also a large demand from Shanghai for foreign shirtings that are dyed in Swatow.

The Germans ship a number of cheap handkerchiefs, towels, and white socks, which have a large sale here.

American shippers should send their goods direct, thus saving the cost of reshipping.

FLOUR.

Foreign flour, which means American, was imported to the extent of 12,866,666 pounds, valued at \$269,020. Though 10 per cent dearer than the native product, it is preferred for its superiority in fineness and color and its freedom from grit.

American flour all comes from Hongkong, being shipped to Swatow by British and Chinese merchants. It is sent in 50 pound bags, the best quality selling at from \$1 to \$1.10 per bag.

OIL.

The consumption of kerosene oil is increasing with great rapidity. Foreign lamps are sold throughout the country and kerosene is burned extensively. The import fell off slightly for 1900, but for the present year, the indications are that more oil will be used than ever before.

Of the import of nearly 5,000,000 gallons, Sumatra supplies the largest quantity or over 2,500,000 gallons; Russia sends 1,500,000 gallons; America, 380,000 gallons, and Japan 35,000 gallons. The American and Japanese, and most of the Russian oil is shipped in cans. The Russian oil import is decreasing, owing to the freights and canal dues.

COAL.

Coal is derived from Tonkin and Japan, the importations for last year being 56,417 tons, of which Japan furnished 39,000 tons. It is chiefly used in supplying the vessels in port. The Japanese coal is superior in quality as a steam coal and brings \$6 a ton. Tonkin coal sells for \$4 to \$4.50 a ton.

There is said to be a large deposit of coal in the Kia Ying prefecture, about 150 miles above Swatow. It has never been mined except in a primitive way by the natives.

FUEL.

There is a great scarcity of fuel in this country. Every blade of grass and weed is gathered and burned; all straw is saved, and the cane from the sugar press is bound and sold. Wood that can be used as lumber is too dear to burn. Charcoal is the principal fuel of the cities, and the cooking is done in the thinnest of kettles and pans for the sake of economy.

GINSENG.

Great quantities of ginseng root are used by the Chinese. Importations last year amounted to of 138,000 taels or \$97,842. The American ginseng heads the list, being \$53,884 of clarified and \$13,471 of

crude. Korea furnishes \$10,635 worth of the first quality; Japan, \$8,508 worth of crude and \$4,254 worth of clarified.

Ginseng root is used as a tonic and restorative. Great medicinal properties are attributed to it. Its price ranges from \$2 to \$3 to the enormous sum of \$100 to \$200 an ounce, for the finest and rarest specimens.

LUMBER

Lumber is also very dear, hard woods being sold by the pound. In the construction of Chinese houses, wood is used only for sills, doors, and rafters. Most of the hard wood used for carving is imported from Singapore, Borneo, and Siam. Chinese pine, which is the principal wood used in European buildings, is floated down from the hills. Foreign pines and soft woods will not withstand the attacks of white ants.

FERTILIZERS.

That the Chinese appreciate the necessity of constantly fertilizing their lands is shown by the crops they obtain generation after generation. They fertilize for all crops as heavily as the land requires or as the owner can afford. They use everything available; fish ponds are drained and the sediment put on the fields; every particle of ashes and all the human excrement from the cities and towns are saved and sold to the farmer.

Bean cake is the chief fertilizer used, and is the largest and most valuable import, being nearly 3,000,000 piculs, valued at over \$4,000,000 gold. There is an extensive bean-cake factory in Swatow. The oil from the beans is extracted and sold for food, and the waste is pressed into cakes for fertilizer.

Cheap American fertilizers should command a large sale.

METALS.

There is but little if any mining or smelting done in this prefecture. The foreign metals are so superior to any that the natives can produce that imported metals and old iron are almost entirely used.

Metals to the value of \$558,549 were imported in 1900. Of these, tin was the most important, being \$40,944. There are two large factories for the manufacture of cans to be used in shipping oil inland. Tin is also used by the natives in the manufacture of pewter ware. Old iron, which supplies the native blacksmiths, was valued at \$44,406. Iron wire, nails, rods, and wire nails are in demand, and small quantities of pig lead, steel, brass, and copper are used.

The principal articles of foreign import for the year 1900 were:

Description.	Quantity.	Value.	
		Halkwan taels.*	United States currency.
Opium:			
Malwa.....piculs ^b	2,455.66	1,797,847	\$1,299,348
Patna.....do.....	1,887.09	1,250,194	901,015
Benares.....do.....	880.67	579,806	417,568
Persian.....do.....	11.88	7,619	5,491
Cotton goods, shirtings:			
Gray.....pieces.....	91,918	251,204	178,836
White.....do.....	217,066	744,223	536,802
Dyed.....do.....	9,563	38,945	28,068
Figured.....do.....	8,555	15,332	11,050
T-cloths:			
32-inch.....do.....	17,470	30,787	22,152
36-inch.....do.....	11,195	25,323	18,250

* Value of Halkwan tael for 1900, 72.07 cents.

^b Picul = 133½ pounds.

Description.	Quantity.	Value.	
		Haikwon taels.*	United States currency.
Drills:			
English pieces	1,088	5,542	\$3,994
American do	1,228	5,070	2,218
Jeans:			
English do	2,376	12,099	8,720
American do	625	2,112	1,522
Sheetings:			
American do	500	1,514	.....
English do	180	560	404
Japanese do	1,020	3,089	2,190
Turkey reeds do	6,285	13,560	9,794
Cotton:			
Italians do	1,957	14,060	10,133
Flannels do	7,007	33,436	24,097
Crape do	506	2,852	2,056
Japanese crape do	5,566	3,964	2,857
Cotton yarn:			
English piculs	21,450	475,399	342,613
Indian do	110,792	2,252,205	1,623,164
Japanese do	1,221	26,900	19,387
Cotton thread do	224	31,729	22,367
Woolen goods:			
Camlets pieces	1,833	24,205	17,445
Long ells do	2,893	16,408	11,825
Cloth do	906	29,741	21,424
Italian cloth do	1,580	20,602	14,848
Woolen yarn piculs	132	10,963	7,915
Plush pieces	296	5,613	4,045
Blankets pairs	1,128	5,629	4,057
Metals:			
Iron nail rod piculs	4,772	13,490	9,722
Iron wire do	31,796	9,696	6,968
Iron, old do	33,890	62,389	44,964
Iron nails do	2,568	17,126	12,343
Tin, in slabs do	11,967	577,521	416,219
Tin plates do	10,721	58,401	38,486
Lead, in pigs do	2,969	18,332	13,212
Copper, old do	158	1,880	1,355
Brass do	112	3,959	2,853
Steel do	729	3,860	2,205
Quicksilver do	42	4,098	2,953
Medicines do		92,522	66,681
Oil, kerosene:			
American gallons	380,000	62,580	45,102
Russian do	600,000	106,500	76,755
Russian in bulk do	937,504	138,606	96,290
Sumatra do	200,000	27,800	20,035
Sumatra in bulk do	2,863,764	374,530	269,924
Japanese do	24,970	8,995	2,879
Coal tons	55,697	297,421	214,351
Cotton, raw piculs	4,060	63,567	45,819
Cuttlefish do		128,882	92,585
Fish:			
Dried piculs	2,414	30,050	21,657
Salt do	10,219	54,021	38,932
Flour do	99,176	391,403	282,064
Ginseng:			
American catties ^b	9,820	76,409	55,088
American, crude do	3,894	13,634	13,430
Japanese do	2,263	6,247	4,502
Japanese, crude do	9,830	12,908	9,303
Glue piculs	5,505	48,576	35,008
Hemp, raw do	36,940	78,640	56,674
Hides do	800	10,000	7,207
Lamps pieces	47,392	11,678	8,416
Leather piculs	3,001	48,637	35,053
Looking-glasses do		10,500	7,567
Matches, Japanese gross	743,300	202,662	146,059
Rice piculs	72,520	181,202	130,592
Saltpeter do	3,160	23,708	17,086
Shoes and boots pairs	11,129	8,402	6,055
Silk, piece goods catties	25,397	164,896	118,842
Silk and cotton mixtures do		17,421	12,555
Silk thread piculs	38	14,252	10,271
Snuff do	108	27,001	19,460
Spirituous liquors do		11,858	8,542
Tobacco:			
Leaf piculs	4,246	31,028	22,362
Prepared do	192	8,990	2,876
Umbrella frames pieces	129,146	25,950	18,702
Umbrellas do	6,452	4,783	3,447
Varnish piculs	1,041	22,330	16,129
Vermicelli do	4,847	34,060	24,547
Vermilion do	215	17,373	12,521

* Value of Haikwan tael for 1906, 72.07 cents.

^b Catty = 1½ pounds.

MANUFACTURES.

There are but few manufactured articles sent from Swatow to foreign countries. All products are meant for Chinese trade; they consist principally of bamboo articles, mats and awnings, coarse china ware and pottery, native cloth, nankeens, gauze and paper fans, fire-crackers, fishing nets, hemp rope and twine, grass cloth, paper, indigo, and pewter ware.

Silkworms do not thrive, so but little silk is produced. A large quantity of grass cloth is made, but it is not of as fine a grade as the Cantonese; paper is largely manufactured, but it is not of first quality.

Swatow pewter ware is noted for its superior quality and workmanship. It is chiefly made into tea and water pots, caddys, cigar and tobacco boxes. The designs are pretty and graceful, and would have a good sale in the United States. Another industry for which Swatow is noted is the manufacture of fans of every description. The best is a light open fan made on a bamboo frame covered with silk or fiber cloth, and daintily painted by hand.

EXPORTS.

The total exports of Swatow for 1900 amounted to 13,042,947 taels, or \$10,257,439, of which less than 5,000,000 taels were consigned to foreign countries and Hongkong.

UNITED STATES TRADE.

American goods have an established reputation and are preferred to all other foreign articles. This is well appreciated by the Japanese, who put many cheap and inferior imitations of our products upon the market.

The magnitude of the present trade is enough to invite our competition. Swatow affords excellent opportunities for American firms to build up a remunerative business.

A large trade in American goods is done by British and Chinese merchants through Hongkong. Many American articles are now in use among the Chinese and many more could be introduced.

Large warehouses and showrooms should be erected here, and branches should be established in the numerous large cities and towns that are in direct water communication with Swatow.

The Chinese are fond of novelties, the wealthy classes taking pride in possessing anything that affords entertainment or amusement. In their yamens are often found cameras, magic lanterns, music boxes, and phonographs.

Among the foreign manufactures that are sold in this section the largest demand is for cotton goods. Plain white and gray shirtings take the lead. There is also a large demand for figured goods, T-cloths, drills, jeans, turkey reds, lawns, muslins, cotton flannels, cheap towels, handkerchiefs, and white socks.

Clocks are extensively sold, from the small nickel plated to the large wood frame eight-day clock, ranging in price from 75 cents to \$8 or \$10. Watches have a very large sale, the cheaper varieties leading. There is a good demand for silver watches from \$5 to \$10, and many gold watches are sold. The dealers say that American watches are preferred to all others.

There is a larger sale of lamps than of any other household article, every sort and size being used, from the small hand lantern to the large chandelier lamps. The Germans and Japanese supply most of the cheaper varieties. There is a large sale for brass and nickel lamps, at from \$5 to \$10 a pair; many hanging lamps and chandeliers are also used.

Soaps and perfumes are in large demand, scented soaps being preferred. Toilet soaps costing from 2 to 10 to 15 cents a cake are used. Florida water is consumed in large quantities, and much cheap German cologne.

The Trade Report speaks of the increased demand for mirrors.

Much cheap jewelry is worn, though most of the ornaments are of jade or other hard stone which resembles it. Nearly all of the women wear earrings, bracelets, and pins, artificial pearls being most common. Large quantities of foreign jewelry—most of it being made for the trade—are sold here.

Pocket and carving knives, scissors, razors, pocketbooks, and purses are also sold in paying quantities. Playing cards have a good sale, particularly the cheaper varieties.

There is a large trade in canned goods, condensed and evaporated milk, meats, fruits, and sardines.

The traffic in nearly all of these articles, especially in such staples as cotton goods, dried, smoked and salt fish, canned goods, salt meats, pork, tobacco, ginseng, leather, metals, and hardware could be greatly increased by putting them directly upon the market and lowering the prices.

TIENTSIN.

Owing to the political situation in China and to the general uncertainty of the future, this consular district has suffered a loss in trade that is almost incalculable, and for these reasons, also, it is almost impossible to obtain statistics that would be of any great value. The material loss to China may be estimated by the hundreds of millions of taels; that of the province of Chilli alone will not fall far short of 70,000,000 taels, or in gold \$45,000,000 (approximately). The decrease of trade at Tientsin for the year 1900 was 25,000,000 taels, or about 60 per cent. The export trade for the last half of the year was almost at a standstill, owing to the impossibility of procuring goods from the interior, a condition that will obtain, perhaps, for another year to come. For the same reason, there was little demand from the interior for goods imported from the United States. The needs of the different armies in the way of provisions and supplies were unusually large, but in no way made up for the loss in the sales of piece goods and other wares usually in demand in the provinces of Mongolia and Manchuria. Both export and import merchants lost heavily, inasmuch as large sums had been advanced by them for the purchase of wool, hides, skins, and furs not yet delivered, and in merchandise shipped to their customers on time contracts. Such misfortunes have resulted in more or less depression, and only time will better present conditions. Even yet it is almost impossible to secure cargo from, or forward shipments into, the interior. The Chinese customs authorities are averse to recognizing transit passes, which have, hitherto, protected foreign merchants from the inordinate "squeeze" exacted in

the transit of goods, and this barrier will only be removed when the new treaties become effective. It is confidently expected by merchants, however, that the coming year will release the long pent-up tide, and that there will be a rush of business which will eclipse all former records.

BANKING.

Tientsin has six banking institutions, each representing large capital: The Hongkong and Shanghai, the Russo-Chinese, the Chartered Bank of India, the Australia and China, the Deutsch Asiatische, the Imperial Bank of China, and the Yokohama Special Bank of Japan. Each is conducted not only for profit to itself, but largely in the interests of its particular country. Payments to our manufacturers and merchants are computed first in sterling, then taels, and finally in Mexican or Hongkong dollars, and each transaction is figured at a profit that would make the charges of United States banks seem insignificant. In buying a draft, if our merchant has silver dollars he is forced to buy taels, paying an average of $1\frac{1}{2}$ per cent, and with the taels he is compelled to buy sterling, and with the sterling exchange for United States gold, payable in New York or San Francisco. The banks in Tientsin use the Hongkong dollars as their medium. The branch banks in Shanghai have established as their medium the Mexican dollar; consequently, in the latter place the Hongkong dollar is discounted 2 per cent. In Tientsin, the Mexican dollar is received at a like discount. Should a bank note for \$10 issued by a bank in Shanghai be offered to a branch of the Shanghai bank in Tientsin, a shave of 60 cents is exacted. Exchange quotations vary from day to day at the caprice of the managers. Against all these exactions the merchant must make calculations; hence the uncertainty of doing business in any part of China. A good United States bank, with branches throughout the East, run on correct banking principles, would not only make money, but would do more to enhance our trade with this part of the world than all other possible agencies combined.

COAL.

An American civil engineer who has thoroughly prospected several provinces in China assures me that there is an area hundreds of thousands of square miles in extent under which there lie the greatest coal beds in the world. When we consider the fact that in Great Britain the coal fields do not exceed 12,000 square miles, the wealth of China in this respect is almost beyond comprehension. It is claimed that there is enough coal in China to supply the entire world for two thousand years to come. The cost of mining, also, is far cheaper than anywhere else. Engineers claim that in many places the coal could be mined and placed on cars (if railroads were at hand) for the insignificant sum of 25 cents per ton. In many instances, the veins are known to be 50 feet thick and of the very best quality of anthracite and other grades. Near Tientsin are two noted coal mines that have recently passed into the hands of a British corporation, the stock of which is largely held by people of other nationalities, many of whom are Americans. The manager and most of the assistant managers are from the United States. The mines were first opened in 1878 by a Chinese company, with His Excellency Li Hung Chang as one of the principals.

Foreign methods were adopted, and up to this time the total output aggregates 6,000,000 tons. There are 13 seams varying in thickness from a few inches to about 35 feet, or an average of 25 feet. This belt has a linear extent of about 500 miles and a width of perhaps 50 miles, and is estimated to contain 350,000,000 tons. It does not, however, all belong to the above-mentioned corporation. The present capacity of these mines is about 2,000 tons per day, and the supply is not equal to the demand. The price obtained at Tientsin, or Tongku, landing is \$14 Mexican (about \$6.50 gold) per ton, which yields the company a handsome profit; and new machinery and methods will increase this income. The stock one year ago sold at 100 taels; to-day is worth 360 taels. No doubt new concessions will be granted, and with additional railroads, prices will be materially lowered within a year or two.

PRODUCTS OF NORTH CHINA.

The chief products of North China are wool (sheep and camel), hides, furs, bristles, wheat, cotton, corn, millet, sweet potatoes, onions, cabbages, cucumbers, beans, and other vegetables. Of these, the first four articles are generally exported, principally to the United States. The other articles, together with beef, pork, mutton, and poultry, are produced in sufficient quantity for home consumption only.

CUSTOMS.

Up to this time, customs duties have been light, averaging 5 per cent on such articles as are dutiable, but many things, such as food products, wines, liquors, etc., are admitted free. This applies only to the customs under foreign control; but all goods passing into the interior, unless belonging to foreign firms and protected with transit passes issued by the consuls, are subject to the likin tax, which is regulated by the mandarins in charge of the likin stations. This tax is so burdensome as to become almost prohibitive. Under the new treaties, it has been proposed to do away with the likin tax and increase the general customs, say 5 per cent.

CURRENCY AND EXCHANGE.

One of the greatest drawbacks to trade in China is the currency and the extortions of the banks in selling exchange. One of the recommendations of the peace commissioners, i. e., the adoption of the gold standard, if carried out, will do much to settle this very aggravating question.

FLOUR.

This commodity comes entirely from the United States, and the quantity sold at Tientsin has increased 600 per cent over two years ago. Probably two-thirds of this increase, however, was due to the presence of the allied troops. I have noticed that the better class of Chinese are using the American flour instead of that produced here. The reason for this is, perhaps, that the Chinese have poor milling facilities and do not make as good an article as their wheat would produce if properly milled.

HEALTH.

The health of the Tientsin community (both native and foreign) has been better than for years. That no epidemic has occurred during the past two summers is due, no doubt, to the improved sanitary methods enforced by the provisional government of Tientsin. The streets were never before so clean, and the unusual severity of the past winter has held in check the germs that infest the country during milder seasons. With careful sanitary regulations, there is no healthier climate in the world than is to be found here.

HIDES AND SKINS.

For years, Tientsin has been recognized as a splendid market for the sale and purchase of hides and skins, shipments of which are made to all parts of the world. The invoices of this consulate show that, in 1899, the goatskins shipped to the United States were valued at \$251,180.80 gold, to say nothing of other skins and furs.

HOW TO DO BUSINESS IN CHINA.

Those wishing to do business in this market should first thoroughly understand the requirements of the people here, and then send traveling agents with samples. A Chinese merchant will not purchase without a chance to "look see." A "look see" opportunity will sell more goods than a shipload of circulars and catalogues. Consuls are always glad to furnish a list of dealers, but they have little time to act as sales agents, and even if they had, very little could be accomplished without samples.

KEROSENE.

A few years ago, American kerosene ruled this market, but it is now slowly yielding to the inferior but far cheaper Russian production. The total imports of American oil at this port in 1900 aggregated 1,142,640 gallons; the Russian, 1,951,600. The best grade of American kerosene retails at \$4.50 (Mexican) per case; the Russian, at \$2.50. It is hoped that the newly discovered oil fields in California and Texas will assist in maintaining our former trade.

LIGHTERAGE.

One of the most serious obstacles to trade in Tientsin is the bad condition of the river and bar. It has been more than four years since ocean steamers have been able to reach the bund, and as a consequence, freights are necessarily transferred to lighters of light draft. Two years ago, the foreign municipalities undertook to improve the river, and have already met with considerable success. Locks have been placed on the many canals leading from the river, with the result that 11 feet of water has been secured, instead of 6. Two steamers of light draft have made regular trips up the river this summer. The work of improvement continues, and it is hoped that in another year all steamers, with partial lighterage, will be able to reach the bund. The river bar could easily be remedied, but the expense is too great for the foreign community alone, and it seems impossible to secure

assistance from the Chinese Government. Formerly, lighterage was paid by the steamship companies, but this custom ceased two years ago. Furthermore, the steamship companies have increased their freight rates from Shanghai to 7.50 taels (\$5.14) per ton (measured), which, together with lighter charges, makes the cost from Shanghai about 8.50 taels (\$5.83) per ton.

LAND INVESTMENT COMPANY.

Within the past year a land-investment company has been organized with a capital of 525,000 taels (\$360,150). This company has purchased large landed interests in the different concessions, and has erected buildings, all of which readily find tenants, even before completion. The income from rents is already equal to 20 per cent per annum on the capital invested. The principal stockholders are Americans.

MANUFACTORIES.

There are no manufactories in this section worth noting. A splendid new woolen mill (with all its machinery from the United States) had just been completed when the trouble came on, and it was one of the first buildings destroyed. It will be years, I fear, before another venture of the kind is undertaken. A sash and door factory would pay here.

PACKING.

The matter of packing goods for export has received attention from about every consul in the service, but the advice is so little heeded by our merchants that one feels inclined to drop the subject. One house in San Francisco has built up a large trade here through its reputation for excellent packing. Importers don't mind paying a little extra, if they are sure that goods will arrive in good condition. Smaller cases, constructed of thicker lumber than is usually used, would prove cheaper in the end.

RAILWAYS.

Tientsin is not only fortunate in its river and canal facilities, but is destined, also, to be a great railway center.

At present, there is a railroad running from Tientsin to Peking, and one to Tongku, Tongshan, and Shan-hai-quan. The Tientsin-Ching-kiang Railway is a joint undertaking on the part of Germany and Great Britain, and work on it will be commenced shortly. This will be an important trunk line, leading from Tientsin to the Yangtze Valley, and connecting with Shanghai, Nanking, and the Hankow Railway. It will open up a rich country, including many coal fields of great value. France is also making every arrangement to construct a line from Tientsin to Paoting-fu. This will no doubt, eventually, connect with the Siberian Railway. At present, the railroads terminating here are under the control of the British military. Passenger and freight charges have been more than doubled, and, what is worse, little attention is given to those not connected with the military.

COMMUNICATION.

There are five steamship lines running steamers between Tientsin and Shanghai, the entire fleet numbering 40 ships. In addition, the different powers have chartered steamers, independently, to meet their wants. There is also a regular line of steamers plying between this port, Korea, and Japan. The native (sailing) vessels are numbered by the hundreds. During the year 1900, 422 steamers arrived and departed (not counting military transports), of which 147 were British, 162 Chinese, 54 Japanese, 41 German, 7 American, 6 Russian, 4 Norwegian, and 1 Korean. In 1899, the number was nearly twice as great.

TELEGRAPH LINES.

Almost every locality in the Empire is reached by telegraph. The Imperial line from Tientsin to Shanghai, formerly under Chinese control, has been merged into a foreign corporation, known as the Great Northern. Heretofore the lines have been on land and communication was frequently interrupted. The new company, however, has laid a cable line from here to Chefoo and from there to Shanghai, which gives a far better service. The rate from Tientsin to Shanghai is 20 cents (Mexican) per word, and to New York, \$3.30.

TEXTILES.

Quiet prevails in the textile markets. The difficulty in forwarding goods into the interior and the proceeds of sale back to the coast is the principal cause of depression. American piece goods have secured a strong foothold in Manchuria, and, in fact, in all China. It is safe to say that three-fifths of this trade go to the United States manufacturers, the Japanese and British controlling the remainder. Just what effect the Russian occupation of Manchuria will have on this trade in the future is hard to predict. It behooves our merchants to give this matter serious attention. Apathy at this time will prove most serious indeed.

TRADE WITH THE UNITED STATES.

There is and will be a good market for many articles of United States manufacture, and the proper introduction of them is almost certain to insure good sales. Our merchants have not given this trade proper consideration. They have trusted too much to their agents, mostly foreigners, who will sell our goods only when they can not dispose of those of their own countries. Nearly all our biggest houses are represented by firms of other nationalities, a mistake that has frequently been commented upon by our consuls.

JAMES W. RAGSDALE, *Consul*.

TIENTSIN, *October 15, 1901.*

HONGKONG.

In the absence of definite statistics, the volume of Hongkong's trade during the past year can be stated only approximately. It is evident, however, that it was larger than ever before, for the harbor master's annual report shows that the year 1900 made a new record for the port, the total shipping entering and leaving amounting to 18,445,134 tons, a considerable increase over 1899, which was the banner year in this respect, with a tonnage of vessels entering and clearing of 18,101,309. It appears that there was a net increase of imports at Hongkong of 422,717 tons in 1900 and a decrease in exports of 70,666 tons.

The total import trade of the port for 1900, as given in the harbor master's report, amounted to 6,342,138 tons of cargo, of which 4,198,389 tons were discharged here and 2,433,749 tons were in transit. The export trade for the year is estimated at 2,836,905 tons of cargo and 489,456 tons of bunker coal.

An idea of the large volume of trade centering at Hongkong can be gathered from the foregoing figures. Some of the principal items among the imports are sugar, timber, flour, coal, hemp, kerosene oil, and rice. This is the chief distributing market for a vast territory, and as such invites close study and attention on the part of exporters in the United States. The Chinese market which may be said to be tributary to Hongkong comprises nearly all of southern China, and the possibilities of building up a large trade in many commodities makes it well worth while for our merchants to seek closer trade relations. The very considerable development of the flour trade between the United States and Hongkong is an illustration of what may be accomplished by persistent and intelligent effort. Several flour mills in the United States are represented by resident agents here, who push the trade with most satisfactory results. To secure trade in this part of the world against the competition of other nations, it is essential that our merchants should seek it. They can not expect to sell their goods unless they have wide-awake agents on the ground. All other great commercial nations have adopted this policy. The English and Germans are particularly well represented in Hongkong, and it is due to their sedulous cultivation of the market that they control so much Chinese trade. There are, of course, many large English business houses here, as is to be expected in a British colony, but the Germans, too, have numerous establishments. The fact that there is a German club, with a membership of 120, made up of German business men located in this city, shows that the Germans are not neglecting opportunities. There are, in addition to British banks, a German, a French, and a Japanese bank in Hongkong, the United States being the only important commercial nation that has no such establishment.

It would seem to be a wise move for the merchants of the United States to adopt more energetic methods for meeting their commercial rivals in this market. The establishment of a sample warehouse, where all kinds of American merchandise would be on exhibition, might be an excellent way to introduce goods. The Chinese buyers all come to Hongkong, and a warehouse could not be better located than here. With good management, such an institution ought to be of the greatest value in promoting trade and might lead to the sale of many new articles, besides enlightening the business men of the United States on the subject of Chinese traffic.

COTTON GOODS.

In cotton goods, for instance, the United States is doing little or nothing in Hongkong, though there is a large sale of English and German goods. This condition of affairs is in striking contrast with that to be observed in northern China, where our cottons have been successfully introduced. A representative of an English firm handling cotton in southern China expressed the opinion, in conversation with me a few days ago, that American cotton manufacturers could find a large market for their goods here if they made an effort to secure it. He said that it would undoubtedly take a few years to obtain a foothold in southern China and that it would cost some money, but that our manufacturers ought in the end to reap a substantial benefit. The principal reasons why our goods were not sold were, he thought, that proper effort had not yet been made to meet the requirements of the market, and that American cottons were too heavy and too good, lighter and less expensive goods being in demand. He also added that the Chinese were conservative and would not at first use American manufactures of cotton, even though the latter were of a quality suited to the market; but they would in time become large purchasers. This opinion, coming from a well-posted and experienced agent of a large English house, should be of interest to our cotton manufacturers.

REQUIREMENTS OF THE MARKET.

What is true of cotton goods may also be said of many other articles sold in this market. American manufacturers must adapt themselves to local conditions and produce articles suited to the wants of the Chinese. A constant and well-directed commercial campaign should bear excellent fruit. Experiments must be made in order to ascertain what articles will meet with sale among the Chinese. A suggestion made to me by an observant Chinese gentleman may be of interest to our manufacturers. There is an opening, he believes, for cheap pumps all through China. The Chinese procure their water supply from wells, employing the primitive method of attaching a jar or other receptacle to the end of a long bamboo pole and dipping it into the wells. The substitution of pumps for this laborious and unsatisfactory process should appeal to the practical sense of the Chinese. Once they were introduced, there would be an almost unlimited field for them, and the Chinese gentleman in question is of the opinion that their introduction could be accomplished.

KEROSENE OIL.

The sale of American kerosene oil on a large scale continues. The importations into Hongkong in recent years have been as follows: 1899, 1,579,100 cases; 1900, 2,093,743 cases; first six months of 1901, 1,243,213 cases. The business is steadily increasing. The Chinese prefer the American oil, which costs from 10 to 20 cents (Mexican) more than the other oils. During 1900, the deliveries were about 70 per cent greater than those of the competing Russian and Sumatran oils. A large and steady increase in the sales of American kerosene is confidently looked for, on account of its established reputation in the Chinese market.

STREET-RAILWAY PROJECT.

The first street railway to be built in Hongkong, and in this part of China, is now under consideration. Its construction will probably be begun about the first of January, 1902, as the franchise has to be submitted to the British Government before it can be definitely granted. The road is to be operated by the overhead trolley system, and about 8 miles of track will be laid at first, though it is possible that it will eventually make the circuit of the island. The line is to run through the city of Victoria and along the bay, extending into the suburbs on both sides of the city. It is hoped that it will be the means of relieving the overcrowded condition of the central part of Hongkong, where the population is so dense as to be a constant menace to public health. It is proposed to make a low rate of fare during the early morning and the evening hours for the benefit of the Chinese laboring classes, the rate at present under consideration being only 1 cent. This, it is thought, will offer an inducement to the poorer classes to move into the suburbs, where rents are cheaper. An English syndicate is back of the project, and it is probable that about £200,000 will be spent in building and equipping the road. At present, the intention seems to be to buy the most up-to-date machinery, and it is likely that much of the apparatus will be procured in the United States.

COST OF LIVING.

The considerable increase in the cost of living that has taken place in Hongkong during recent years has caused general dissatisfaction and has led to the appointment of a commission, this spring, "to inquire into and report on the high price of food stuffs in the colony." The commission found that the prices of provisions have risen on an average 45 per cent since 1896, while rents, servants' wages, and the cost of labor have gone up even more. The chairman of the commission, in reviewing the subject, makes the following interesting observations:

The same complaint of increased prices comes from all the great centers of foreign life in this part of the world. Singapore, Manila, Shanghai, Tientsin, Kobe, and Yokohama are all grumbling alike. Leaving out of consideration, for the moment, the position of affairs in Manila, which is exceptional both as to the extent of the rise in prices and as to the reasons for that rise, it is clear that since the termination of the war between China and Japan, in 1896, there has been a vastly increased activity in all spheres of commercial and industrial life in both these countries, a very considerable and a very rapid increase in the European population of the different centers, and a largely enhanced demand for all the necessities of life, without any corresponding increase in the local sources of supply or in the organization of the means of supply and distribution. Japan has become a great manufacturing country, and the energies of her people are being diverted from the pursuits of agriculture into other channels. She is no longer able to feed her people without purchasing food from abroad. She has become more prosperous, and with her increasing prosperity has arisen a demand on the part of her people to be fed, clothed, and housed better than ever before. In China and Korea there are new centers of population. Port Arthur, Talienwan, Wei-hai-wei, and Kiau-Chau have become much more populous. Shanghai has changed vastly within a few years. It has become an important manufacturing city, and its European population must have more than doubled. The same is true of Hongkong. The non-Chinese population has very largely and rapidly increased, and all this has everywhere brought a strain on the local sources and means of supply, almost entirely in native hands and inadequately organized. Hence, a steady and rapid increase in prices everywhere, not merely in regard to food stuffs, but also in the price of land and in rents. Times have been on the whole very prosperous, and prices are bound to rise with every increase in prosperity. All classes naturally endeavor to share in the benefits to be derived from it. So far, therefore, as a very

considerable proportion of the local increase in the cost of living is concerned, the causes in operation affect the whole of the surrounding countries. They are the result of the increased activity, increased prosperity, and consequent increase in population that has followed in the Far East, and necessarily followed the great political changes brought about by the China-Japan war and the invasion and occupation of the Philippines by the forces of the United States. In addition to the large increase in the civilian population, there has been since 1896 more than one augmentation in the forces, both naval and military, of all the great powers, giving rise at times to very sudden and very extensive demands on the resources of the country, which have unavoidably resulted in great rises in the prices of certain articles, and there has been no return to the lower level when the pressure of the unforeseen demand was taken off. It was hardly to be expected. Prices fall very slowly after a sudden increase.

CHINESE EMIGRATION.

During the year 1900, the Chinese emigration from Hongkong numbered 83,643, while the immigration amounted to 121,322, the arrivals exceeding the departures by 37,679. So far as the direct emigration to the United States was concerned, it appears that there were more Chinese returning than going. The emigration to the United States is itemized as follows: To San Francisco, 7,243; Tacoma, 305; Portland, 227, and Seattle, 19—a total of 7,794. The Chinese returning from the same ports numbered 8,349, distributed as follows: San Francisco, 7,676; Tacoma, 600; Portland, 33; Seattle, 40. On the other hand, the departures of Chinese for Honolulu considerably outnumbered the arrivals, 1,144 going there and 434 returning. The emigration to Vancouver was 4,495, while 2,930 Chinese returned from there.

W. A. RUBLEE, *Consul-General.*

HONGKONG, *August 12, 1901.*

DUTCH INDIA.

The year ended December 31, 1900, was one of the most prosperous Netherlands India has had for some time.

The imports and exports have exceeded by far those for the previous year, and business in general has been in a flourishing condition throughout the colony. Many new houses in the import and export line have been opened, and have reported favorably on the year's trade.

New estates have been exploited, and capital has been easily found in Holland to push the agricultural industries.

Coffee alone appears to be unprofitable for planters, but better prices are anticipated for the forthcoming year.

The health of the colony, as for a number of years past, has been good, and no epidemics have been reported throughout Netherlands India.

The total imports for the last two years were:

1899.....	\$76,911,452
1900.....	78,761,258
Increase.....	1,849,804

The total exports for the last two years were:

1899.....	\$100,871,149
1900.....	104,131,510
Increase.....	3,260,361

Making the exports for 1900 \$25,370,254 in excess of the imports.

COFFEE.

For the last three years, the situation in coffee has been gradually growing worse, and many planters have gone out of the business altogether. The Government estimates for the crop of each year fall far below the actual production.

Taking the average for all grades, for the year 1899, coffee brought \$0.27 per kilo, as against \$0.25 per kilo for 1900. The total exports for 1899 and 1900, together with the quantities shipped to the United States, were as follows:

	Quantity.	Value.
	<i>Kilos.</i>	
1899.....	29,402,123	\$7,938,578
Exported to United States.....	2,927,189	869,897
1900.....	31,644,876	7,886,094
Exported to United States.....	3,814,441	1,880,428

Coffee planters are looking forward to better prices for their article, and anxiously watch the American and European markets.

QUININE.

The demand for this article in America and Europe has rapidly increased, and it is rumored that the manufactory at Bandoeng will have to enlarge its plant.

Although the exportation of cinchona bark has advanced for the year 1900 (none has been exported to the United States), there being about 5,004 tons shipped, as against 4,743 for 1899, an ample supply is available for the demands of the Bandoeng manufactory, which consumes more and more each year.

The quinine manufactured for the past year has been of first quality, and found ready purchasers at the monthly auction sales.

During 1900, there was exported to the United States \$189,196 worth of this article, as against \$137,342 for 1899, showing an increase of \$51,854.

The prospects for this industry (new to Java) are extremely bright, and I see no reason why Batavia can not be the principal quinine market for the whole world, and independent of European markets.

SUGAR.

This branch of industry has never been so flourishing as in the past year. New plantations have been opened and the area under cultivation in the old estates has been increased. To quote an old planter, "sugar estates are mines of wealth" in districts where the soil is fertile and labor is cheap (common coolie labor costs \$0.08 and \$0.10 per day).

The chances of a fall in prices of sugar in the near future have to be reckoned with, and it is feared there will be a heavy decrease in the American market in the coming year. Should this be the case, a great part of the crop of 1901 will undoubtedly find a market in Japan, where, it is reported, large sugar refineries are in course of erection.

It is also rumored that Japanese firms intend opening branches at the Eastern sugar ports for the purpose of buying the product.

The exportation of sugar to the United States for 1900 (according to Government reports) has been considerably below that for the previous year, as the following figures will show:

In 1899, the total exportation was 777,302 tons, of which there was shipped to the United States 38,174 tons (including Port Said).

In 1900, the total exportation was 736,598 tons, of which there was shipped to the United States 298,727 tons (including Port Said).

The above figures show a decrease of 83,000 tons. The returns of this consulate and of the agencies give the value of the exportation of sugar to the United States for 1900 at \$22,113,412, as against \$15,345,986 for the year 1899, or an increase of \$6,767,426. The prices of sugar for 1900 have been very satisfactory, which would, to a certain extent, account for the higher value of the exportation.

TEA.

The cultivation of this article is exceedingly profitable and exceeds that of previous years.

The exportation for 1899 was 5,725 tons, wholly to Great Britain and European ports, and for 1900, 7,631 tons, showing an increase of 1,906 tons.

For the year 1900, there were 250 kilograms, valued at \$175, exported to the United States (to San Francisco).

I am informed that although there are no direct exportations of this article to the United States of any consequence, large quantities are shipped from Holland.

Java tea is excellent, with as fine a flavor as any high-grade Ceylon tea, and it is rather surprising that there is no direct business done with the United States.

TOBACCO.

Although Sumatra is the large tobacco-growing district of Netherlands India, the last few years have seen an increase in the cultivation of this article in Java, and it is very little below the grade of that cultivated in Sumatra.

Much tobacco is used locally in manufacturing cheap and inferior cigars, which find ready sale among the Chinese and natives.

On account of the differential duty on Manila cigars, which is about four times as much as the duty levied on cigars from Holland and other places, their importation into Netherlands India has fallen off greatly in the last few years, allowing the cheap local and Holland cigars to swamp the market.

The importation of Manila cigars fell from 58,000 units in 1897 to 5,742 units in 1900, or a decrease of 52,258, and the importation of Dutch cigars alone rose from 27,000 to 42,000 units, or an increase of 15,000.

During 1900, there were exported from Netherlands India about 54,012 tons of tobacco, of which 39,559 tons were exported to Holland alone.

There are no direct shipments of this article to the United States, and all business with America is transacted through the markets in Amsterdam and other business towns in Holland.

The prices for tobacco for 1900 were from 16 cents to 24 cents per kilo (2½ pounds), according to quality.

GUM DAMMAR.

Business in this article in 1900 appears to have fallen off greatly, and the exportation is considerably below that for the previous year.

In 1899, there were exported 7,168 tons, of which 497 tons, valued at \$119,950, were exported to the United States.

In 1900, there were exported 5,291 tons, of which 312 tons, valued at \$105,072, were exported to the United States.

IMPORTS.

I am glad to be able to report that the importation of American goods into Netherlands India has been considerably above that for 1899; and I am of the opinion that the Government statistics do not give the full amounts.

As shown by the attached statement, the importation of American goods for the year 1900 amounted to \$1,156,904, as against \$1,130,860 for 1899, an increase of \$26,044.

American firms should send their representatives here to secure business; they will never succeed in getting it by merely writing letters and forwarding catalogues.

German commercial travelers are constantly in the field, and consequently German trade in this part of the world is rapidly increasing. German firms are to be found throughout Netherlands India.

We have American import houses in Japan, China, and the Straits Settlements, doing a satisfactory business, and I would ask why some firm does not open an import house in Java.

PETROLEUM.

The United States still supplies the greater part of this trade in Netherlands India (were the business properly managed, we should before long have control of the entire oil business), but as the output of the local oil wells is constantly increasing, the importation of American and Russian oil for the year 1900 has dropped off considerably.

The combination between the Batum (Russian) Oil Company, the Shell Trading and Transportation Company, and the Moera Enim Maatschappij of Sumatra (see my last annual report) is no doubt trying to keep the American oil out of the market.

The following figures show the importation of American and Russian oil and the output of local oil:

	American.	Russian.	Local.
	<i>Liters.</i>	<i>Liters.</i>	<i>Liters.</i>
1899.....	48,754,457	34,065,151	4,132,546
1900.....	46,138,651	29,448,483	4,368,211

There has been a decrease in the importation of American oil of 2,615,806 liters, and in Russian oil of 4,646,668, and an increase in the output of the local oil of 253,665 liters. I believe, however, that the increase of local oil is even greater than these figures show.

For the year 1900, the Royal Petroleum Company at Langkat, Sumatra, paid a dividend of 8 per cent to the shareholders. It has extended its borings the last year and has struck some very good wells;

in one place in particular, called Perlak, the output is reported to be 5,000 barrels a day.

The Shell Trading and Transportation Company, working in connection with the local oil companies, at the end of 1900, had some 13 tank steamers, with a capacity of about 40,000 tons. Finding the capacity of their tank at Tandjong Priok (the new harbor of Batavia) too small, it is reported that the company has obtained permission from the Netherlands Indian government to erect new tanks.

At the close of the year 1900, the following were the prices for petroleum at this market: American, \$1.68 per case; Russian, \$1.60 per case, and local \$1.55 per case. These are considerably below the prices quoted for the latter part of 1899.

BEER.

The only American beer on the market (Anheuser Busch, of St. Louis) continues to be the favorite beer with the public. It is, however, somewhat dearer than the German beer sold here, and is only imported in quart bottles.

The firm importing this article is one of the best in the place, but unfortunately the managers do not appear to push the business; otherwise there would be a big sale for this beer. Often it is not to be had, which plainly shows that the demand exceeds the supply.

FLOUR.

American flour, I regret to say, has been ousted from the market in Netherlands India by a much inferior product. The cause of this was noted by me in my last annual report. Direct shipments are required to put such articles as this on the market in a perfect condition.

At the present time, flour is imported in very small quantities from Hongkong and Holland; from the former place in 50-pound bags and from the latter in paper packages of one and two pounds.

I have spoken to a number of merchants on the subject of importing American flour. Although they acknowledge it to be far superior to the Australian article, they are afraid to take up the business, on account of so much of our flour being badly damaged on arrival here.

BICYCLES.

In the Government report, these articles are included under carriages; therefore I am unable to give correct figures of the importation of American bicycles.

From personal inquiries, however, I have ascertained that a very satisfactory business has been done in the last year, and that the importation has increased accordingly.

American wheels are still considered the best on the market, but one sees a greater number of cheap German and Dutch makes in use.

The demand in general is rapidly increasing, and during 1900 some \$37,000 worth of bicycles were imported from Holland alone.

CARRIAGES.

I believe there is only one carriage manufacturer in Batavia who imports American vehicles, and that only to a small extent. This

dealer has informed me that the American carriage does not appear to please the general public, who are afraid it is not strong enough for the bad roads of Java. A carriage which resembles the American article is turned out by the firm in question, and, after American wheels are used, it is sold as an American style carriage. The imitation is good, and it is much cheaper than the imported carriage.

MACHINERY.

In this article America leads the world, but I regret to have to report a falling off in the demand for 1900. I believe the reason is that fewer estates and mines were in want of machinery than in the previous year, but there is a bright outlook for the coming season.

The opening of new mining industries will benefit business in this line and increase the demand.

The Lidgerwood Manufacturing Company (an American engineering firm) has had a profitable year, and has closed a number of contracts for coffee, sugar, and rice machinery.

The representative of the Engelberg Company, of Syracuse, N. Y., also visited this place in the latter part of the year and reported that a satisfactory business had been done. A number of contracts had been secured for 1901.

I regret to report that a local firm of engineers has been turning out a very good imitation of the Engelberg Coffee Huller, which has been sold at a cheaper rate than the imported machine.

GENERAL.

I am pleased to report a steady increase in the importation of American canned goods, which are acknowledged to be superior to this line of goods from Australia.

The largest business is from the Pacific coast ports—San Francisco and Portland—and, as shown by the attached statement of American goods imported, the business in this line for 1900 was \$16,393, against \$4,813 for the previous year. This increase is very encouraging to American dealers, and there is no reason why we should not supply the entire market of Netherlands India, if a good article is furnished at moderate price.

The quality of American preserves (jams) which I have seen here does not come up to the standard of those of English manufacture, but this fault can be easily overcome. It lies principally in the packing.

Last year, I was shown a consignment of canned good supposed to have been packed by a large London firm and shipped from London. These goods turned out to be American canned goods (apparently very old), and over the original labels were pasted labels of the London firm.

In 1900, Netherlands India was visited by many commercial travelers, representing different American firms. I am pleased to note that my numerous letters advocating this step have, in many cases, been acted upon with good results.

By this means, we can secure much of the business of Netherlands India. The importation of American goods for 1900 has increased, and I trust the coming year will show even better results.

MINING.

There is very little change to report in this industry for the year, except that shares have fallen very low. The shares of one mine in particular (which were expected to rise to 500 per cent) fell 225 per cent in the latter part of the year. I believe, however, that properly managed, the mining industry will be a profitable venture.

A new mining company has been floated in Sumatra, under the management of a Batavian firm, and prospecting has been going on with successful results, under the control of an able American mining engineer by the name of Carpenter. This engineer has reported favorably on the field explored, and expects by the latter part of 1901 to have the mines in working order. He claims that it will be one of the richest gold mines in Netherlands India. Shares are selling at 90 per cent.

Although American mining engineers, who are still in great demand at high salaries, report favorably on the different mines in operation, there are still a great many unbelievers in the results of this industry. One great drawback is the unhealthy climate of the districts where the mines are situated. No one (not even the Chinese and Malay coolies) can long fight the deadly diseases of these regions. I have seen a number of men who left this place for the mining districts, formerly strong and healthy, return mere wrecks within six or eight months.

The coal mines of Ombilien, Sumatra, are still being worked in a most satisfactory manner by the Government, and the output has increased greatly for the last year. In 1900, about 210,000 tons of this coal were delivered, against about 183,000 in 1899.

TRANSPORTATION.

There is little or no change in the situation since last year. What is sadly required by American shippers is direct transportation for their goods to Netherlands India. At the present time, the only American article shipped direct from the United States to this part of the world is petroleum, which is generally brought by sailing vessels.

No new steamship lines have been opened during the past year, but the coast line of steamers, the Royal Packet Company, has increased its fleet by a few new boats, and the Netherlands Steamship Company, and the Rotterdam Lloyds, have found it necessary to add a few new freight boats to their lines.

The Government, which a few years ago took over the Batavia Eastern Railway, which was then running to a place called Krawang, some 45 miles east of Batavia, has extended this line to Poerwakarta, some 30 miles from Krawang, and will gradually extend it to Bandoeng, some 60 miles farther.

In East Java, the railway has been extended from Besoeki toward Panaroekan, a distance of about 30 miles, and it is intended to connect Banjoewangi (the east port of Java) with Soerabaya by rail. It will take some time to complete the railway, as the country is very mountainous and many small rivers have to be crossed.

Traveling in Netherlands India either by rail or water is extremely dear.

The Electric Tramway was completed in July, 1900, and the company has asked permission to extend its line, but the request has

not yet been granted. The length of this line is 8 to 9 miles. The rails and electric material were supplied by a German firm and the cars are of French manufacture.

BANKING, CURRENCY, ETC.

There is little change in the banking system of Netherlands India from one year's end to another. At the close of 1900, there were six good banking houses doing business—Java Bank, Netherlands Trading Society, Netherlands India Handel Bank, Netherlands India Escompto Maatschappij, Hongkong and Shanghai Banking Corporation and Chartered Bank of India, Australia, and China, the last two being English houses.

Bills of exchange on all parts of the world can be bought or sold, and the following were the current rates at the close of the year:

	Selling.	Buying.
	<i>Florins.</i>	<i>Florins.</i>
United States gold dollar	2.48	2.52
Sterling gold sovereign	12.00	12.15
Mexican silver dollar	1.15	1.20

The Netherlands India, like Holland, has a gold standard, and the currency is guilders. The coins are 10 florins gold (seldom seen), silver 2.50 florins (rix dollar), 1 florin, 50 cents, 25 cents, and 10 cents.

There is also copper money of 1 cent (100 cents to the guilder), half-cent and 2½-cent pieces. Paper money is also in use, the smallest being 5-florin notes.

Counterfeiting is still carried on by the Chinese, who are supposed to reside in the Straits Settlements, and one has to be extremely careful in handling both silver and paper money.

TARIFF, POSTAL RATES, ETC.

Customs tariffs remain the same as reported for 1899. Postal rates are—

Letter postage to United States, England, and Europe, per one-half ounce....	\$0.10
Letter postage to China and Japan, per one-half ounce.....	.10
Letter postage to Holland, per one-half ounce.....	.06
Letter postage to Straits Settlements, per one-half ounce .....	.05
Local postage .....	.04

For registering letters to any part of the world a charge of 4 cents extra is made.

Telegraph rates per word are as follows:

To United States	\$1.51
To Europe and Great Britain.....	1.27
To Straits Settlements .....	.73

In telegraphing, one word foreign must not exceed 15 letters, and in local telegrams, must not exceed 20 letters. The reduction in cable rates has not yet been made.

GENERAL.

The Government has at last declared Macassar a customs port, very much to the disgust of the merchants of that place, and it is pro-

posed to spend some 1,200,000 florins (\$482,480) in improving the harbor works.

Sebang Bay at Pulo Weh (see my special report of January 25, 1900) has been visited by one of the directors of the Netherlands Trading Society, together with the governor of Acheen, to inspect the island and appoint a commission for drawing up plans of a town. Some 500,000 florins (\$210,000) will probably be required for the necessary improvements.

Sebang Bay is becoming an important coaling station for war ships, and many large ships have called there within the past year. Should the coal mines of Melabu, Acheen (recently discovered), turn out as well as is anticipated, Sebang Bay will be one of the cheapest coaling stations this side of Colombo.

The present governor-general has made many changes and improvements within the last year.

Rapid progress toward quelling the guerrilla war in Acheen has been made during 1900, under the able management of the present governor-general. It can be said that at the present time no war exists in the district of Acheen and, where a few years ago it was considered unsafe for a European to travel, one is now in perfect safety from molestation.

Strangers of all classes, whether traveling for business or pleasure, experience no trouble whatever in traveling through Netherlands India. It is necessary, however, to report to the police department on arrival, and receive the permission of the government to travel, or reside in the island, for a period of six months.

This permission, called a "toelatings kaart," costs \$0.60, and is all that one requires in the way of a passport. Passports, in fact, are never asked for by the officials.

To make an extended trip through Netherlands India, however, strangers are supposed to obtain a special permit from the governor-general, but this law will soon be abolished, and even at the present time it is not strictly enforced.

After six months, should a foreigner wish to reside in Netherlands India, special permission must be obtained from the governor-general, who can refuse such request should he see fit.

The largest number of foreigners residing in the Netherlands India are Germans, many of whom serve in the Indian army. Next comes the British. At the present time, there are not more than 25 American citizens throughout the whole colony.

All able-bodied males (of all nationalities except Japanese and Chinese) from the age of 18 to 43 must serve in the militia, and are called out for drill about once a week.

Japanese residing in Netherlands India are on the same legal footing as Europeans (although exempt by treaty from serving in the militia), but the Chinese are not. This has been a source of annoyance to the Chinese merchants residing here, who have repeatedly petitioned their Government to demand the rights and privileges allowed to the Japanese.

The Chinese are the mainstay of business throughout Java, and without them trade would become demoralized.

Good artesian-well water is to be had in most places throughout Netherlands India. At one of the principal cities, Soerabaya the boring was not successful. The water there has always been extremely

bad, and that city has been considered the most unhealthy place in Java.

The inhabitants at last sent a strong petition to the governor-general demanding a better water supply, which could be had by leading the water from Pasoeroean, a distance of about 20 miles. In due time, this request was granted, and tenders were called for for supplying the city with water. The lowest bid was received from the firm of Hood & Co., of Philadelphia, and a government engineer was sent to the United States to make the necessary arrangements with this firm.

The water is to be led in iron pipes from Pasoeroean to Soerabaya, and the work, which was begun the latter part of the year, will probably be completed sometime in 1902. The pipes are to be of American manufacture.

I know of only four American houses doing business in the Netherlands India—one at Soerabaya and three at Batavia. These firms are all in a prosperous condition.

At the close of the year 1900, there were 13 Americans in Batavia (including 5 children), 2 at Soerabaya, and 2 at Padang; also a few engineers in different places. The Americans do not register at this consulate or the agencies; therefore the exact number residing here is not known.

There were no arrivals or departures of American vessels in 1900, but the crews of two shipwrecked ships were relieved.

During the year, the following vessels entered and cleared at all the ports in Netherlands India (including coast trade):

	Number.	Tonnage.
Steamers.....	3,445	1,718,000
Sailing vessels.....	184	60,140

I hope to be able to report more favorably on American trade for the coming year.

B. S. RAIDEN,
Consul.

BATAVIA, *June 30, 1901.*

Importation of American goods into Netherlands India for the years 1899 and 1900.

Articles.	Duty.	1899.	1900.
Ammunition (in cartridges)	6 per cent ad valorem.....	\$15	.....
Beer.....	10 per cent ad valorem.....	600	\$2,010
Books.....	do.....	12	.....
Canned goods.....	do.....	4,813	16,398
Canvas (cotton duck).....	6 per cent ad valorem.....	837	1,206
Carriages (bicycles included).....	do.....	1,961	3,650
Clocks and watches.....	do.....	201	765
Coals.....	Free.....	11,880	9,675
Copper ware.....	10 per cent ad valorem.....	80	469
Cordage.....	Free.....	104	672
Distilled perfumes.....	\$20 per hectoliter.....	.....	23
Dry goods (including cotton drill and millinery).....	6 per cent ad valorem.....	1,350	4,914
Drugs and medicines.....	do.....	182	785
Earthenware.....	do.....	30	78
Flour.....	10 per cent ad valorem.....	2,500	2,150
Firearms.....	6 per cent ad valorem.....	95	260
Furniture.....	do.....	20	50
Glassware.....	10 per cent ad valorem.....	230	245

Importation of American goods into Netherlands India, etc.—Continued.

Articles.	Duty.	1899.	1900.
Hams.....	10 per cent ad valorem.....	.....	\$30
Iron and steel work (including iron pipes).....	do.....	\$20,546	15,087
Instruments (surgical and mathematical).....	Free.....	625	950
Instruments (musical).....	6 per cent ad valorem.....	320	430
Liquors.....	10 per cent ad valorem.....	40	175
Lumber.....	Free.....	301	450
Lamps.....	6 per cent ad valorem.....	70	168
Leather and leather goods.....	10 per cent ad valorem.....	395	420
Machinery.....	Free.....	32,513	22,685
Oil:			
Petroleum.....	10 cents per hectoliter import duty and 80 cents excise duty.....	979,965	927,387
Miscellaneous.....	6 per cent ad valorem.....	8,837	3,825
Paints.....	do.....	365	620
Paper.....	10 per cent ad valorem.....	51	68
Resin.....	Free.....	57,755	116,270
Salt meats.....	10 per cent ad valorem.....	1,100	2,150
Salt fish.....	do.....	.....	320
Tin plates.....	Free.....	37	50
Tinware.....	10 per cent ad valorem.....	257	325
Tobacco (cigars and cigarettes from United States and Manila).....	\$20 per 100 kilograms.....	205	20,566
Whisky.....	\$20 per hectoliter.....	40	200
Wines (principally California).....	do.....	1,284	1,050
Woodwork.....	6 per cent ad valorem.....	1,028	835
Woolen goods (included this year in dry goods).....	do.....	230	.....
Total.....	.....	1,130,860	1,156,904

NOTE.—I must make the same remark as with my statement of last year, that the Government statistics give only the importations direct from the United States, therefore the above figures are considerably less than the actual imports.

Exports from Netherlands India to the United States for the years 1899 and 1900.

Articles.	1899.	1900.
Arrack.....	\$20	\$47
Bamboo mats.....	263	.....
Bamboo hats.....	7,658	8,398
Books.....	17	105
Cassia.....	35,304	46,141
Cacao.....	.....	1,741
Cinnamon.....	18,196	25,167
Cloves.....	.....	206
Coffee.....	369,897	1,880,428
Copra.....	1,656	.....
Curios.....	.....	42
Drugs and medicines.....	11,829	14,524
Gum copal.....	41,474	63,899
Gum benjamin.....	682	.....
Gum dammar.....	119,956	105,072
Gutta-percha.....	148	.....
Hides and skins.....	36,985	240,829
Kapok.....	5,975	28,557
Mace.....	5,170	5,243
Nutmegs.....	12,819	12,147
Oil (kaljoepoti).....	.....	105
Pepper.....	8,446	21,874
Quinine.....	137,342	189,196
Rattan.....	15,200	29,979
Rice.....	185	.....
Sacks (gunnies).....	.....	305
Sugar (direct).....	12,882,440	20,086,518
Sugar (Port Said f. o.).....	2,463,546	2,026,894
Tea.....	.....	174
Tapioca.....	.....	1,516
Thread (ramie).....	.....	510
Tin.....	8,891	.....
Vanilla.....	.....	292
Wood (samples).....	.....	13
Miscellaneous articles.....	.....	14,616
Total.....	16,185,993	24,804,638

NOTE.—The above figures are taken from the Government financial report and corrected from the records at this consulate and the agencies. It will be seen by this statement that the exports to the United States for 1900 exceed those for 1899 by \$8,618,645.

SUPPLEMENTARY.

Contrary to expectations, the first half of 1901 has not been particularly prosperous for Netherlands India, and the export trade with the United States appears to have fallen off greatly, especially the sugar business.

For the last six months, Australia, China, and Japan have been taking the bulk of Java sugar, as the following figures show. The total exportations of sugar for the first half of 1901 have been about 208,319 tons, of which about 45,089 tons, valued at \$4,605,746, were exported to the United States; about 60,813 tons to China and Japan, and about 15,635 tons to Australia. Practically all of the remainder was shipped to Mediterranean ports. Many of the sugar estates feel very much the heavy decline in the American importation of this article. The weather also for the past few months has been extremely bad for the sugar crop, and it is feared the yield will run considerably below the estimates. At the close of June, sugar was selling at about \$2.80 per picul of 136 pounds.

COFFEE.

This article is still low, and up to the 30th of June not more than 1,400 tons of coffee, valued at about \$391,000, had been shipped to the United States, out of a total exportation of about 6,698 tons. To Holland alone, there were about 5,000 tons exported.

The average price for coffee at the close of the half year was about \$18 per picul of 136 pounds.

QUININE.

During the first six months of the year, there have been four public auction sales of this article* at Batavia, when some 16,000 kilograms (45,300 lbs.) were offered, with satisfactory results. The unit prices realized at these sales exceeded those quoted on the Amsterdam market. About 13,062 kilograms (28,600 lbs.) of quinine, valued at \$105,586, were exported to the United States during the first half of the year.

GUM DAMAR.

A lively business has been going on in gum damar for the last six months, and it has been selling at about \$13 per picul of 136 pounds. The total exportations have been 10,641 piculs (1,447,196 lbs.), of which some 2,384 piculs (324,224), valued at about \$66,000, were exported to the United States.

SKINS.

There has been quite a trade in this article with the United States within the last six months, and an American firm (a New York house) has established its own agency at Samarang, which is the center of the goatskin business. Formerly, the bulk of this trade was transacted through firms at Batavia, all the small dealers sending their articles here for sale; but now that this American firm has established its

*See Advance Sheets of Consular Reports Nos. 958, 981, 1024, 1056.

branch at Samarang, the dealers will be able to sell their goods there at a better profit. Up to the last of June, some 850 packages of skins, valued at \$109,700, had been exported to the United States.

KAPOK.

There is a good business done in this article, and Australia appears to take the bulk of the exportation. For the first half year, there were exported about 28,597 bales, of which 15,680 bales were sent to Australia and only 1,130 bales, valued at \$11,292, to the United States (the Pacific coast).

Kapok is a very fine specimen of vegetable cotton and resembles silk floss. It grows in abundance throughout the Netherlands India and is easily cultivated. The average price is from \$13 to \$13.30 per picul of 136 pounds.

PEARL SHELLS.

During the past six months, there has been a shipment of mother-of-pearl shells from Macassar to the United States, valued at \$2,587.

Considering that among the finest specimens of pearl shells are those found in the Moloccus Seas (east of Celebes), it is surprising that merchants in the United States interested in this business do not send their men to Macassar, which is the center of the pearl-shell business in the Netherlands India.

London is the principal market for mother-of-pearl shells, and the bulk of the trade is direct to that place.

SPICES.

The chief ports in the Netherlands India for spices are Padang and Macassar, very little being exported from Java ports to the United States. For the first half of the year, there has been exported from Padang and Macassar to the United States the following articles under this head: Cassia, \$35,699; mace, \$4,502; nutmegs, \$5,079; pepper, \$796.

The bulk of the pepper from the east coast of Sumatra is shipped through Batavia, there being no seaports of any importance on that coast, but none of this Lampong pepper has been exported to the United States for the last six months.

GUM COPAL.

Gum copal is exported almost entirely from Macassar to the United States, and during the first half year there has been shipped some \$29,576 worth.

RATTANS.

Rattans are generally exported to the United States in coffee ships, taken as dunnage, freight free. There is also a large business in this article between here and the Straits Settlements, where very fine rattan furniture is manufactured. Rattan furniture is also manufactured by Chinese in the Netherlands India, but the workmanship is inferior to that of Singapore and Hongkong.

During the last six months, some \$26,912 worth of rattan was exported to the United States.

The prices at this market are: First quality, about \$7.25 per picul of 136 pounds, and second quality, about \$2.85 per picul.

TAPIOCA FLOUR.

There appears to be quite a demand for this article in the United States at the present time, and during the last six months one firm at this place has exported some \$1,800 worth to New York alone.

OIL IMPORTS.

I am unable to give a correct report of the amount of American goods imported into the Netherlands India for the first half of this year, as the statement can not be had until the close of the year.

For the period ended June 30, however, there have arrived 438,000 cases of American oil, and 522,000 cases of Russian oil, showing the importation of Russian oil to be 84,000 cases in excess of the American.

Prices for oil at the close of June were:

American oil	per case..	\$1. 45
Russian oil	do.....	1. 39
Local oil.....	do.....	1. 35

These are considerably below the prices of last year.

GENERAL.

I am glad to be able to report that one United States firm, of Chicago, has seen an opening here for its machinery and has established an agency in middle Java under the management of a pushing American. Up to the present time I am unable to report the results, but the manager is confident of securing a good share of business in their line of machinery.

Another American has visited the Netherlands India, principally to study the sugar industry and the manner in which the estates are managed. He has made a very favorable report on what he has seen; in fact, he believes that the Dutch are far ahead of the sugar planters in the Hawaiian Islands in this industry.

This same gentleman, who is connected with some of the sugar interests in the Hawaiian Islands, has been making inquiries as to securing Javanese coolies for the Hawaiian estates, and as far as the government here is concerned, there will probably be no difficulty in arranging for such labor. Before the government will give permission for Javanese coolies to leave the island, however, bond is required that these men will be furnished free transportation to Netherlands India on the expiration of their contract. This labor would be much cheaper and better than that of the Chinese cooly.

NEW JAVA-BORNEO CABLE.

A cable long needed is now in course of construction between Java (Panaroecken, on the east coast) and Bandjermasin in Borneo, and is to be opened, probably, the latter part of August next. This cable, which is about 272 knots in length, is being laid by the Eastern Extension Cable Company.

It is also reported that the Dutch Government is considering the advisability of laying a cable between Java and Saigon, in order to compete with the Eastern Extension Cable Company, which at the present time is the only company operating in the Netherlands India outside of the three small cables belonging to the Dutch Government (Java-Sumatra, Java-Macassar, and Java-Bandjermasin).

MINING.

It is reported that the Ombelien coal mines of Sumatra, during the time they have been in operation up to the latter part of June, 1901, have turned out 21,094,300 tons of coal. For the month of June only, the output was about 2,000 tons.

The gold mine of Tambang Sibonak, Sumatra (mentioned in my annual report as being under the able management of an American mining engineer), appears to be the only mine at the present time in which the public have faith, and the shares at the latter part of June were up to 200 per cent. Other gold mines do not seem to have resulted as well as anticipated, consequently shares are low.

It is reported that the petroleum wells of Sumatra are turning out an increased supply of oil, which is in great demand among the natives on account of its cheapness.

GENERAL.

Netherlands India was visited last May by scientists from all parts of the world to observe a total eclipse of the sun. Padang, Sumatra, was considered the most favorable spot for observations, consequently great preparations were made. On account of cloudy weather on the day of the eclipse, the results of the observations were not at all satisfactory.

The government is about to open an opium manufactory in this place, employing some 750 Javanese, under European supervision. The workmen will not be permitted to leave the premises during working hours, and will be carefully searched on leaving the factory at the close of the day.

An uprising among the natives at Djambi, Sumatra, has compelled the government to dispatch some 700 troops to the spot to punish the natives and capture the ringleaders, who are petty native chiefs. It is anticipated that a few months only will be required to suppress the uprising.

There have been no changes in currency for the last six months, nor in tariffs, customs rules, or harbor regulations.

Foreign ships, as well as those flying the Dutch flag, are subject to harbor dues amounting to 18 cents per register ton for six months. Coasting is allowed only to ships under the Dutch flag.

The Royal Packet Company (coast line) has increased its line by 3 new steamers within the last six months, and at the end of June had a total of 40 steamers, representing 48,000 tons of as fine a class of vessels as can be found in any part of the world. This company is considering the advisability of opening a line between Java and San Francisco.

There is no law in the Netherlands India requiring goods to bear the mark of the country in which they are manufactured.

I regret to report a number of heavy failures within the last six months, consequently business at the close of the first half year is very dull throughout Java.

The months of May and June have been exceptionally unhealthy, and cholera has appeared in the colony.

B. S. RAIRDEN, *Consul*.

BATAVIA, *October 22, 1901.*

JAPAN.

REPORT FROM CONSULATE GENERAL AT YOKOHAMA.

The year 1900 was very unfavorable to the commercial and manufacturing interests of Japan, a variety of causes having combined to hinder the natural development of trade, and there have been many loud complaints of the dullness of the market and general stagnation. In spite of this, statistics show an increase in the total trade of the Empire over both 1898 and 1899, and only a small falling off in exports as compared with 1899, while there is a considerable increase as compared with 1898. The exports of 1899 exceeded those of 1898 by more than \$24,000,000, an increase which it could hardly be expected would be maintained. The figures for 1900 show a decrease of less than \$6,000,000 from those of 1899, and the greater part of this is ascribed to the Presidential election in the United States, which caused a marked decrease in the American demand for raw silk, and to the Chinese war, which seriously affected the exports of cotton yarn, these being two of the commodities in which the decline is most noticeable.

EXPORTS.

The total value of the exports from Japan in 1900 was \$101,806,137, the principal articles and the value of the total export of each being:

Tea	\$4, 444, 352. 65
Rice.....	1, 781, 131. 52
Camphor.....	1, 529, 208. 94
Copper.....	6, 337, 515. 68
Raw silk.....	22, 239, 200. 30
Silk tissues.....	11, 415, 259. 11
Cotton yarn.....	10, 253, 452. 82
Cotton tissues.....	3, 027, 835. 64
Floor matting.....	1, 648, 400. 73
Straw plaits.....	2, 004, 529. 19
Porcelain.....	1, 231, 008. 30
Lacquered ware.....	531, 062. 15

The United States takes each year three-fourths of the tea, nearly all the floor matting, and more than half the raw silk, besides a large proportion of some kinds of silk tissues. We are the largest purchaser of Japanese porcelain, and only Great Britain takes more of straw plaits, while in 1900 we, for the first time, used more of Japan's rice and camphor than any other nation. China, Korea, and British India use nearly all the cotton yarn and cotton tissues, and the greater part of the copper goes to Hongkong. Great Britain buys most freely

of lacquered ware, and many of the less important exports, such as screens, manufactures of ivory, toys, carpets, and lily bulbs, while the United States leads in purchases of paper lanterns, fans, manufactured bronzes, toothbrushes, manufactures of bamboo, rugs, paper napkins, and sulphur.

The greater part of Japan's exports hitherto has consisted of raw materials, the largest item for each of the last three years having been raw silk, while the largest item of manufactured goods has been cotton yarn, which is shipped almost exclusively to China, a country noted, as Japan is, for cheap labor. The fact is significant as illustrating the inability of cheap labor to compete with machinery, and one of the most hopeful features of the situation in Japan is the recognition of this truth by her educated classes. Prominent lawyers, statesmen, and business men are beginning to agitate questions of policy with regard to labor, machinery, and foreign capital, and the agitation may be expected to bring about beneficial changes in the near future. It is reported that the department of agriculture and commerce has decided to introduce a bill into the Diet providing for the establishment of a model silk workshop at Government expense, to encourage machine weaving and give instruction in the method of preparing the silk, the object being to develop the silk-manufacturing industry and replace the present export of raw silk by exports of silk tissues.

The suffering entailed upon the cotton spinners by the Chinese difficulties is causing them to turn their attention to weaving. According to the *Japan Times*, there are now in operation 4,300 stands of power looms, with an output of 37,650,000 yards, or double that of three years ago.

IMPORTS.

COTTON.

Japan imports considerable quantities of cotton prints, cotton satins, cotton velvets, gray, white, and twilled shirtings, and cotton flannels, the greater part of which she might easily manufacture for herself, if the necessary machinery were introduced. Great Britain has the lion's share of this trade in cotton tissues in all lines except cotton flannels, in which Germany leads. America's share is very insignificant, and she is barely holding the proportion she has secured; but her exports of raw cotton hither in 1900 amounted to 74,189 tons, being nearly one-half the entire amount imported into Japan, and an increase of more than 35 per cent over the imports of this commodity from the United States in 1899. The raw cotton is here manufactured into yarn, for which China furnishes the principal market, and to a less extent into various kinds of tissues, for the use of the Japanese and for export to the countries of Asia, the Philippines, Hawaii, and Australia, while small quantities find a market in Great Britain, Germany, and the United States. The average price of the cotton shipped here last year from the United States was higher than that from any other country except Egypt, its total value being 27,010,134 yen, equal to \$13,451,046.

WOOLENS.

The use of wool and woollen goods by the people of Japan is being steadily extended and increased, the imports in 1900 amounting to

3,837 tons of wool and woollen yarn, or nearly double those of 1898, and over 38,500,000 square yards of flannel and worsted cloth. The United States is not even named in connection with these fabrics, which come mostly from Germany and Great Britain.

LOCOMOTIVES AND OTHER MACHINERY.

America still holds her supremacy in Japanese imports of bicycles and tricycles, and leads in electric-light apparatus, mining machinery, paper-making machinery, watch cases, and watch movements; but is surpassed by Germany in clocks, weaving machinery, and sewing machines; by Great Britain in fire engines and pumps, tools and implements of farmers and mechanics, photographic apparatus, locomotive engines, spinning machinery, steam boilers and engines, belting and hose for machinery, and turning lathes; by Belgium in telephones, and by Switzerland in watches. In all these, except spinning and weaving machinery and watches, the United States stands second, and a comparison of the figures for 1900 and those for the previous years shows a very creditable increase of her exports to this country. As the people of Japan come to accept and act on the doctrine—already being taught by many of her most thoughtful citizens—that her future prosperity depends largely on the substitution of machinery for cheap labor, she will need to purchase this line of goods in greatly increased quantities, and the United States should be alert to receive her share of the growing commerce.

In 1900, Japan paid \$665,558.47 for railway passenger and freight cars, more than three-fourths of which went to Great Britain; the United States, which ranked second, receiving only \$69,236.83. Although railroads have been operated here since 1870, the first sleeping cars have lately been introduced, and on June 1, 1901, it is expected to add one dining car to each of four of the trains running between Tokyo and Kobe. This is a Government road, is the first in Japan to introduce dining cars, and was also the first to use sleeping cars.

Electric street cars are in use in Kyoto, and are constantly filled; are, in fact, so well patronized by the working classes that the wealthier people still employ the jinrikisha to avoid the crowding. Electric car lines have been projected at Tokyo and at Yokohama, but work has not yet begun.

METALS.

In iron—pig and ingot, plate and sheet, galvanized and corrugated—iron screws, wire and small rod iron, steel, other than mild steel, and tinned plate or sheet, England still holds the lead; but in pig and ingot iron, Germany is gaining on her rival, less than half the entire receipts of this commodity being credited to Great Britain, whereas in 1898 and 1899 she had nearly three-fourths. In the other iron products named, her proportion continues nearly the same as in former years; but in bar and rod iron, in which she rivaled Belgium in 1898, she has fallen far behind, having less than two-thirds as much as that country, which leads in this product and in iron pipes and tubes. The United States stands first in Japanese imports of rails, fittings of rails, iron nails, electric-light wire, telegraph wire, and materials of bridges and buildings, sending more of each of the first three than all other countries combined, and being far ahead in the last two, in which she held

second place in 1899. In iron pipes and tubes, she advanced to second place in 1899, and still holds it with a largely increased proportion; but in the other iron products, she is retrograding rather than advancing.

In exports of brass tubes to Japan, England still leads and the United States is second; but since 1898, Great Britain has lost fully one-fourth of her trade in these articles, while our country has more than quadrupled hers. The same statements may be made of copper tubes, except that England has lost a smaller proportion of her trade in this article.

In pig, ingot, and slab lead, Australia has more than four times the trade of the United States, which again stands second, the latter country having a little more than reached the amount of her sales in 1898, while Australia has more than doubled her figures for that year.

With respect to mercury, Great Britain and the United States have reversed the relative positions they held in 1898, Great Britain now being first and the United States second, although, as compared with 1899, the former has lost and the latter gained.

KEROSENE AND OTHER OILS.

During 1900, Japan imported 67,842,324 gallons of kerosene oil, of which the United States furnished more than 48,000,000 gallons at an average price of a fraction more than 11 cents per gallon. The remainder of the oil used here comes from Russian Asia and Dutch India, and is bought at considerably lower prices.

Petroleum wells exist in the province of Echigo, in Japan, but they have never been fully developed. The Japanese have made some effort to turn them to account, but both experience and capital were needed to produce satisfactory results. The Standard Oil Company of America has lately obtained some concessions and commenced operations in the Umayama district. Five native companies have also been recently formed and have made borings at different localities, but it is yet too early to say with what result.

The United States is also the principal source from which Japan obtains lubricating oils and paraffin wax, more than 7,500 tons of the former and 2,000 tons of the latter having been shipped here from the United States last year. Of linseed oil, the United States sent only about 59 tons, ten times as much having come from Great Britain.

PAPER.

Although Japan manufactures large quantities of paper for export, she imported more than 20,000 tons in 1900, of which Germany furnished the larger part in all kinds except cigarette paper and printing paper. Of the former France, and of the latter Great Britain was the leading exporter, while the proportion from the United States was very insignificant except in printing paper, and even in this she now holds fourth place, whereas in 1898 she stood first and in 1899 second.

LEATHER.

The imports of leather into Japan were greater by 60 per cent in 1900 than in 1899, and the United States still holds the lead in this commodity, with British India a close second. It is owing to her heavy exports of sole leather that the United States leads in this

article; she sends much less than India of other kinds. The average price of other than sole leather shipped here from the United States in 1900 was 69 cents per pound, being nearly three times as high as that from British India or Australia, but being exceeded by that from Great Britain and Germany. Very few of the poorer people of Japan wear leather boots or shoes, but the police, soldiers, officials, and many of the merchants have adopted foreign foot wear, and as the country contains little grazing land, the growing need of the people for this article must be supplied mainly from abroad. The import of hides, which come principally from Korea, now equals the total importation of sole and other leather.

PROVISIONS.

In 1900, Japan imported over 3,600,000 cans of condensed milk, more than half of which came from Great Britain, while the United States furnished a little less than half as much as that country, but received therefor more than two-thirds as much as Great Britain received. The demand for this article is increasing, the importation for 1900 being two-thirds greater than for any previous year.

The imports of flour are also increasing rapidly, those of last year being more than double the amounts for previous years, and the United States is still far in the lead in this article, although Australia's quota was ten times that of any former year. Here, again, the price of the United States product is higher than that of her competitors.

The import of sugar, which fell off considerably in 1899, has increased again almost to the amount of 1898, when the Philippines were an important source of supply. With the pacification of these islands, this industry should be encouraged and developed beyond its former proportions, and the islands made a principal source for the supply of refined as well as of raw sugar.

OTHER ARTICLES.

Japan imported 1,082 tons of leaf tobacco in 1900, all except 200 pounds of which came from the United States. Importations of both leaf tobacco and cigarettes have decreased steadily and rapidly since 1898.

The United States also supplied over 13,000 tons of phosphatic manure to Japan, this being nearly one-half the entire amount brought into the country.

Japan imported 2,230 tons of cardboard, nearly two-thirds of which came from the United States, which country received for this item \$114,987.61.

GENERAL TRADE.

In 1898, the imports of Japan were greater by \$28,000,000 than in 1897, but in 1899 they fell back nearly to those of 1897, this irregularity being caused by the enactment of a tariff law which occasioned overimportation in 1898, just before the law took effect. The imports of 1900 are \$5,750,000 greater than those of 1898, the heaviest previous year. With the exception of 1899, there has been a steady increase each year for the past ten years, during which the total has been raised

from \$30,860,653.39 in 1891 to \$143,079,743.26 in 1900. In the latter year, 21.9 per cent of the entire amount came from the United States.

For each of the past five years, the imports of the Empire have exceeded the exports to the average extent of \$30,884,435, and the excess tends to become still greater each year, being more than \$40,000,000 for the year under review.

BANKS.

Although the trade of the United States with Japan exceeds that of any other nation, she having nearly one-fourth of the entire volume of trade, there is no American bank in the Empire, and all business with the United States must be carried on through native or English banks. The Hongkong and Shanghai Bank and the Chartered Bank of India, Australia, and China—English institutions—have branches at Yokohama and Kobe, and do a thriving business. The treasury department of this Government lately published a report which states that the average annual rate of interest on fixed loans ranges for the whole country from 11.7 to 14.1 per cent, and for current loans is a little more than 1 per cent per month. The banks pay interest on time deposits at rates varying from 5 to 7 per cent per year, and on current deposits at an average of one-half of 1 per cent per month. An American bank with good connections in New York and San Francisco should, under skillful management, prove a paying investment for the stockholders, besides helping materially to extend and make permanent our Eastern commerce. The total banking capital of the Empire was reported at the end of March, 1900, as \$257,848,966.48.

AMERICAN TRADE AND TRANSPORTATION.

Last year, the total exports to the United States amounted to \$26,178,065, and the total imports therefrom to \$31,265,075.85, making the entire volume of trade between the two countries \$57,443,140.85. Of this amount, goods to the value of only \$6,504,419.09, or a little over one-ninth, were carried in American steamers and sailing vessels, the British carrying fifteen times as much, or about five-twelfths of the entire trade of the Empire, while Japanese vessels did over one-third. The following table shows the number and tonnage of vessels from the United States and the three countries doing the most of the carrying for Japanese commerce:

Country.	Steamers.		Sailing vessels.	
	Number.	Tonnage.	Number.	Tonnage.
United States	135	811,180	28	28,852
Great Britain	1,542	3,739,154	48	80,650
Japan	2,645	3,363,657	614	56,961
Germany	392	1,030,768	19	33,146

FINANCIAL.

The total amount of gold and silver coin and bullion exported from Japan during 1900 was \$28,240,117.40, to which there is a partial offset in imports of \$5,735,881.88, leaving a net export of \$22,504,235.52. The net export to the United States was \$8,046,942.93, being more than

enough to settle the trade balance with our country, although the total net export is only a little more than half the difference between the total exports and imports. For the first time in the history of our trade with Japan, the export of specie to the United States has been greater than that to any other country. It consisted chiefly of gold coin, with \$13,592.50 in American silver coin.

On October 1, 1897, Japan changed from a silver to a gold basis. Fortunately for the country, the price of silver remained stationary for a considerable period at that time, and as the value of the gold yen adopted was equal to that of the silver yen previously in circulation, the change was accomplished without disturbing business or interfering with contracts. The transition did not injuriously affect the internal trade and proved very beneficial to foreign commerce with gold-standard nations, exchange being much steadier than before. During the past year, London exchange for bank demand drafts has varied from 2s. 0½d. to 2s. 0¼d. per yen, and American exchange has remained quite steady at 49½ cents per yen. The adoption of the gold standard has interfered somewhat injuriously with commerce between Japan and silver-using countries; but as this is less than two-thirds as great as her commerce with gold countries, the net result is in her favor. The circulating medium is the paper yen issued by the Bank of Japan, and at the close of 1900, a note issue of 215,000,000 yen was protected by a gold reserve of 66,000,000 yen. As the country produces very little gold or silver, fears have been expressed that it will be found difficult to maintain the gold reserve; but, although the commercial imports have exceeded exports each of the past five years, the general result of the movement of specie during that time has been to increase the country's supply.

WORKING OF THE NEW TREATIES.

The new treaties have now been in force for nearly two years, and foreigners have suffered few of the inconveniences which they feared would follow this order. The most frequent complaint has been regarding customs regulations, and a recent inquiry by the Jiji Shimpō, a native newspaper, shows that there have been seventy-six appeals from decisions of customs officials, of which twenty-four have been decided in favor of foreigners and fifty-two in favor of officials. This indicates a disposition on the part of the Government to be fair, and the friction has probably resulted from inexperience and not from a desire to injure or annoy the foreign importer.

Some complaint among foreign merchants has been caused by the unsatisfactory working of the native courts. Unreasonable and vexatious delays in hearing and deciding cases have frequently arisen, and it is a common occurrence for a case to be adjourned for no other apparent reason than that one of the parties is not prepared with his evidence. The methods of pleading and rules of evidence and practice are not of a character to secure a speedy administration of justice, while the judges are underpaid and mostly inexperienced young men. In time, it is hoped that these defects will be remedied.

VALUES.

In statements of values in this report, the Japanese yen is calculated as equivalent to 49.8 cents United States currency. Values of imports

include all charges, such as freight, insurance, commissions, etc., and should be reduced by about 15 or 20 per cent in order to show values at their places of origin.

E. C. BELLOWS, *Consul-General.*

YOKOHAMA, June 7, 1901.

Japan's foreign trade, by countries, during the year 1900.

Country.	Exports to.	Imports from.
United States	\$26,178,064.71	\$31,256,075.61
Great Britain	5,608,972.51	35,675,833.56
China	15,872,044.85	14,920,448.52
Hongkong	19,510,372.59	5,806,607.79
Germany	1,770,095.77	14,541,448.61
British India	4,334,750.36	11,711,142.80
France	9,696,010.65	4,031,717.86
Korea	4,956,729.46	4,385,197.76
Russian Asia	1,763,332.83	2,846,919.09
Belgium	147,682.98	3,958,728.49
Italy	3,550,396.88	224,152.79
Dutch Indies	180,288.45	2,339,923.72
Austria	247,003.11	2,242,233.55
Australia	1,260,201.45	1,223,067.62
Anam and Tonkin	56,974.69	1,809,056.21
Philippine Islands	626,048.75	1,137,578.41
Canada and British America	1,469,30.17	157,701.16
Switzerland	58,703.24	1,500,227.49
Egypt	138,420.59	731,113.30
Hawaii	644,005.42	2,621.97
Russia	310,415.85	153,995.05
Holland	59,276.44	408,190.76
Siam	17,739.76	291,569.04
Sweden and Norway	2,441.20	164,713.50
Spain	10,210.99	37,269.32
Turkey	27,360.12	12.45
Mexico	16,222.85	1,059.25
Denmark	9,440.09	5,127.41
Peru	1,706.15	5,319.14
Portugal	486.55	5,262.86
Other countries	267,437.95	1,986,093.72
Total	98,635,646.40	143,056,399.31

Comparative table by ports of the foreign trade of Japan during the year 1900.

Port.	Exports.	Imports.	Total.
Yokohama	\$47,658,799.20	\$54,668,107.87	\$102,326,907.07
Kobe (Hiogo)	34,389,511.01	68,467,171.94	102,856,682.95
Osaka	4,793,323.70	4,851,235.63	9,644,559.33
Nagasaki	2,413,452.92	7,682,814.32	10,096,267.24
Hakodate	1,042,319.98	1,498,623.43	2,540,943.41
Other ports	8,338,239.59	5,888,446.12	14,226,685.71
Total	98,635,646.40	143,056,399.31	241,692,045.71

* Exports, valued at \$3,170,490.61, for ships' use, not included.

Imports into Japan during the year 1900.

Articles.	Value.	Articles.	Value.
Alcohol	\$65,761.40	Lead	\$461,721.70
Aniline dyes	661,718.00	Leather	1,083,818.54
Beans, peas, and pulse	2,392,247.97	Locomotives	1,207,984.66
Caustic soda	462,903.95	Machinery, engines, and boilers	4,084,626.38
Chlorate of potash	338,297.88	Milk, condensed	830,513.14
Cigarettes	49,714.34	Oil, kerosene	7,053,000.70
Coal	1,045,826.89	Oil cake	2,836,833.59
Cotton seed	368,448.79	Paper:	
Cotton, raw:		Printing	1,014,348.31
Ginned	29,133,001.00	Other	1,199,324.93
With seed	483,870.25	Phosphatic manure	892,974.79
Cotton flannels	754,673.68	Plush or velvets, mixed	490,497.63
Cotton prints	997,360.54	Rice	4,492,724.93
Cotton satins and velvets	2,254,513.23	Silk, raw	12,848.40
Cotton shirtings:		Silk yarns, Tusseh	174,976.78
Gray	2,767,885.99	Steel	574,603.36
White	659,920.72	Sugar	13,250,050.45
Other	198,430.09	Timber	432,931.82
Cotton, turkey red cambrics	211,536.46	Tinned plates	414,410.20
Cotton tissues, other	1,280,669.75	Tobacco, leaf	226,237.91
Cotton yarns	3,507,436.91	Watches	363,414.01
Eggs	619,046.37	Wool	1,952,007.11
Electric-light apparatus	332,136.12	Woolens:	
Fish, salted	1,088,063.31	Flannels	457,130.14
Flax, hemp, jute, and china grass	846,803.68	Italian cloths	558,127.03
Flour, meal, and starch	1,942,928.57	Mousselines	3,667,765.52
Glass, window	474,553.66	Cloths	1,478,941.97
Hides and skins	327,008.21	Cloths, mixtures	1,212,011.48
Indigo	1,943,474.38	Other tissues	1,468,422.22
Iron and mild steel:		Yarns	895,670.43
Pig and ingot	479,529.18	Zinc	439,600.54
Bar and rod	2,611,217.18	Miscellaneous	22,422,701.44
Plate, sheet, diagonal, corrugated, and galvanized	3,110,239.08	Total	142,721,033.66
Nails	1,086,169.87	Reimports	835,365.65
Pipes and tubes	1,484,883.11	Grand total, year 1900	143,056,399.31
Telegraph wire	645,596.85	Total imports, year 1899	109,760,159.15
Rails	2,367,178.76	Increase	33,296,240.16
Wire and small rod	552,188.38		
Other	610,791.02		

Exports from Japan during the year 1900.

Articles.	Value.	Articles.	Value.
Antimony	\$53,638.58	Furs	\$368,394.01
Awabi (shellfish)	214,103.15	Ginseng	203,020.16
Awabi shells	54,765.06	Glass, looking	114,687.91
Bamboos	173,129.20	Ielko, or bêche de mer	139,118.79
Bamboo ware	301,375.16	Kanten, or colle végétale	480,232.36
Beer	275,641.41	Lacquered ware	531,062.22
Brushes, tooth	121,344.67	Lamps, and parts of	140,548.05
Buttons	159,129.92	Lily bulbs	128,443.66
Camphor	1,529,209.10	Manganese	111,749.71
Carpets	431,562.32	Matches	2,868,912.76
Cigarettes	356,345.89	Match sticks	76,345.89
Clocks	114,270.08	Matting	1,648,400.92
Cloisonné ware	93,909.85	Mushrooms	341,859.07
Coal	9,975,987.29	Paper	297,878.20
Copper	6,337,515.63	Porcelain	1,231,008.19
Cotton:		Rice	1,781,131.36
Raw	161,312.16	Saki	273,807.87
Blankets	117,150.02	Salt	225,339.02
Tissues—		Screens	203,207.90
Chiflmi	184,645.45	Seaweed	440,096.05
Flannels	299,816.42	Shrimps	115,546.96
White	845,708.94	Silk:	
Gray shirtings	873,696.68	Raw	22,239,200.44
T cloths	238,001.17	Noshi and waste	2,072,336.36
Sundry	368,518.51	Handkerchiefs	2,150,639.39
Underclothing	117,057.89	Tissues—	
Yarns	10,253,452.97	Habutai	8,683,317.74
Cuttiefish	577,079.41	Kaiki	437,399.87
Fans	453,716.35	Soy	189,772.17
Fish oil	451,596.86	Straw braid	2,004,529.18

Exports from Japan during the year 1900—Continued.

Articles.	Value.	Articles.	Value.
Sulphur.....	\$347,745.43	Wax, vegetable.....	\$279,594.63
Tea:		Miscellaneous.....	8,606,129.28
Green—		Total.....	99,689,188.51
Pan-fired.....	2,806,181.86	Reexports.....	2,116,998.50
Basket-fired.....	1,227,977.36		
Dust.....	113,770.09	Grand total, year 1900.....	101,806,187.01
Other.....	949,958.54	Grand total, year 1899.....	107,085,067.21
Box boards.....	198,512.76	Decrease.....	5,228,960.20
Timber.....	529,534.36		
Towels.....	177,448.36		
Umbrellas.....	428,771.08		

Imports into Japan from the United States during the year 1900.

Articles.	Value.	Articles.	Value.
Alcohol.....	\$17,642.65	Instruments:	
Arms and ammunition.....	39,063.62	Surveying.....	\$26,077.27
Beans and sundry grain.....	4,879.90	Surgical.....	22,963.78
Beer.....	8,831.03	Scientific, various.....	21,044.48
Belting and hose for machinery.....	44,361.34	Optical and marine.....	8,422.67
Bicycles and carriages.....	254,051.79	Musical.....	4,891.36
Bones.....	6,772.30	Chemical.....	3,296.76
Books.....	25,347.20	Iron and mild steel:	
Brass:		Rails.....	1,574,877.20
Tubes.....	39,722.97	Nails.....	708,482.19
Other manufactures of.....	2,125.46	Pipes and tubes.....	667,830.46
Bristles.....	4,471.54	Structural.....	575,960.90
Brushes and brooms.....	1,519.40	Rail fittings.....	246,802.83
Butter.....	26,335.24	Telegraph wire.....	216,622.53
Candles.....	1,682.24	Plate and sheet.....	80,102.61
Caoutchouc:		Wire and small rod.....	28,440.78
Crude.....	13,765.22	Bar and rod.....	27,282.43
Sheet.....	12,130.28	Scrap.....	24,502.10
Manufactures of.....	7,396.79	Stoves and fittings.....	12,826.99
Carpets.....	1,420.79	Screws, bolts, and nuts.....	7,285.24
Celluloid.....	22,256.12	Wire rope.....	5,284.78
Cheese.....	8,285.72	Cables.....	938.75
Chemical and medicines—sundry.....	68,765.33	Galvanized.....	742.02
Cinchonine.....	2,956.63	Hoop and band.....	688.46
Clocks.....	14,933.03	Miscellaneous.....	85,609.69
Parts of.....	33,765.40	Jewelry, imitation.....	7,327.07
Clothing, hats, trimmings, etc.....	13,673.59	Jewelry and plated ware.....	2,558.23
Clothing, under.....	4,629.91	Lamps, and parts of.....	15,023.66
Coal.....	134,529.72	Lard, tallow, and grease.....	9,947.06
Coffee.....	4,373.88	Lead:	
Confectionery.....	12,898.22	Pig, ingot, and slab.....	91,045.85
Copper:		Sheet.....	5,692.64
Tubes.....	17,257.69	Shot.....	3,465.08
Other manufactures of.....	6,777.28	Tubes.....	1,994.99
Cotton:		Leather:	
Raw.....	13,451,046.73	Sole.....	389,865.77
Duck.....	44,254.77	Boots and shoes.....	21,452.35
Shirtings—		Other.....	92,701.70
White.....	7,320.60	Liquors, sundry.....	2,473.57
Gray.....	1,421.79	Locks, bolts, knobs, and hinges.....	17,223.83
Drills.....	5,826.60	Machinery:	
Velvets.....	520.91	Locomotives, and parts of.....	169,741.81
Fabrics—other.....	2,989.00	Paper-making.....	162,596.00
Cutlery and tableware.....	3,893.36	Stationary engines and boilers, and parts of.....	140,845.36
Electrical apparatus.....	372,718.14	Fire engines and pumps.....	36,680.19
Fish, salted.....	25,953.27	Cigarette-making.....	23,062.92
Flour, meal, and starch.....	1,860,147.19	Sewing.....	22,320.36
Fruit.....	19,691.32	Mining.....	15,817.97
Furniture.....	7,836.53	Drilling.....	10,941.56
Ginseng.....	5,832.08	Gas engines.....	9,768.08
Glass, manufactures of.....	1,528.86	Sawing.....	5,627.40
Grindstones and whetstones.....	2,396.38	Brewing.....	5,611.46
Gunny cloth.....	744.01	Spinning and weaving.....	4,297.74
Ham and bacon.....	21,840.29	Cranes.....	2,336.12
Hides, horns, hoofs, etc.....	9,859.90	Printing.....	1,146.89
Hops.....	4,891.85	Miscellaneous, and parts of.....	554,062.89
Horses and cattle.....	1,830.15	Malt.....	12,568.56
Indigo.....	2,230.54	Manure:	
Ink.....	21,169.48	Phosphates.....	173,540.55
		Other.....	10,928.61

Imports into Japan from the United States during the year 1900—Continued.

Articles.	Value.	Articles.	Value.
Meat, salted.....	\$4,976.51	Railroad freight cars and parts of.....	\$45,755.74
Mercury.....	55,291.45	Railroad passenger cars and parts of.....	23,480.70
Metals and manufactures of, not otherwise specified.....	58,250.11	Resin.....	14,023.18
Meters:		Salt.....	2,051.25
Water.....	21,836.81	Scales and balances.....	7,998.88
Gas.....	7,846.99	Soap:	
Steam.....	772.90	Toilet.....	14,178.56
Milk:		Laundry.....	18,959.86
Condensed.....	116,238.68	Soda:	
Sugar of.....	24,052.40	Bicarbonate of.....	24,689.35
Mineral waters.....	1,251.97	Caustic and salicylate of.....	3,450.64
Nickel.....	4,171.75	Stationery, miscellaneous.....	12,620.32
Oil:		Steel (not mild):	
Kerosene.....	5,366,007.77	Bar, rod, and plate.....	3,207.62
Lubricating.....	306,529.96	Wire rope.....	6,254.88
Limeed.....	8,955.50	Other manufactures of.....	2,863.00
Turpentine.....	5,224.98	Sugar, refined.....	4,808.19
Oilcloth and linoleum.....	2,359.52	Telephones and parts of.....	54,046.45
Oil, olive.....	752.45	Timber.....	181,286.64
Oil and wax, other.....	6,109.46	Tin foil.....	31,532.86
Packing for engines.....	3,499.45	Tissues, various, not otherwise specified.....	2,468.59
Paint:		Tobacco:	
Gold, silver, and platinum.....	14,912.11	Cigarettes.....	15,662.60
Varnish.....	8,240.90	Leaf.....	226,155.25
For ships' bottoms.....	7,429.16	Other.....	786.64
Other, and dyes.....	26,615.11	Toilet water and cosmetics.....	5,547.72
Paper:		Tools and implements.....	66,824.40
Cardboard.....	114,987.70	Typewriters and copying presses.....	15,754.22
Printing.....	95,261.90	Watches.....	7,220.50
Boxes for cigarettes.....	84,185.11	Parts of.....	105,351.90
Pulp for.....	6,094.08	Cases and accessories.....	148,552.40
Drawing.....	2,667.82	Wheat.....	199,612.84
Glazed, fancy.....	2,797.76	Whisky.....	14,786.12
Facking.....	3,063.20	Wine and brandy.....	29,781.89
Parchment.....	1,554.26	Woolen fabrics.....	716.62
Photographic.....	1,535.88	Yarns, threads, twines, and braids.....	1,024.39
Other.....	7,105.96	Miscellaneous.....	106,195.48
Paraffin wax.....	219,547.78	Total.....	31,211,062.79
Pencils.....	20,938.91	Japanese goods reimported.....	43,992.82
Pens.....	657.86	Grand total.....	31,255,075.61
Photographic apparatus.....	13,325.48		
Pictures.....	40,346.47		
Pitch and tar.....	1,498.98		
Porcelain and earthenware.....	619.01		
Provisions, various.....	106,914.62		

Exports to the United States from Japan during the year 1900.

Articles.	Value.	Articles.	Value.
Antimony:		Gall nuts.....	\$5,966.54
Ore.....	\$6,727.48	Ginger.....	13,520.70
Wares.....	5,403.80	Ivory, manufactures of.....	13,484.33
Bamboo.....	57,516.88	Lacquered ware.....	36,936.16
Screens.....	57,981.04	Lily bulbs.....	38,016.32
Other manufactures of.....	64,045.29	Manganese.....	64,015.41
Books.....	58,181.42	Matches.....	1,433.24
Bronzes.....	38,547.27	Matting.....	1,495,254.46
Brushes:		Menthol crystals.....	11,454.00
Tooth.....	105,420.62	Metals, various manufactures of.....	40,575.05
Other.....	5,920.48	Mushrooms.....	18,222.32
Camphor.....	617,007.56	Musical instruments.....	1,011.94
Camphor oil.....	18,801.49	Oranges.....	8,831.03
Carpets, hemp or cotton.....	60,198.24	Paper:	
Cement, Portland.....	4,305.71	Copying and tracing.....	104,540.16
Chemicals and drugs, sundry.....	3,473.05	Labels.....	8,469.49
Chillies.....	13,688.08	Lanterns.....	25,923.89
Cloisonné ware.....	36,727.50	Napkins.....	62,117.69
Clothing and trimmings.....	36,304.20	Printing.....	26,922.38
Coal.....	82,851.08	Wall.....	13,674.08
Copper.....	63,300.78	Other manufactures of.....	60,769.91
Manufactures of.....	14,277.18	Peanuts.....	10,580.51
Cotton tissues.....	10,420.15	Pictures and photographs.....	4,577.62
Fans.....	282,091.90	Plants.....	22,779.52
Fish and sea weed.....	19,832.86	Porcelain and earthenware.....	511,938.02
Furniture.....	18,391.14	Provisions, various.....	44,750.78

Exports to the United States from Japan during the year 1900—Continued.

Articles.	Value.	Articles.	Value.
Rags	\$84,220.76	Tablecloths	\$7,318.61
Rice	508,987.65	Tea:	
Sake	17,862.76	Green—	
Screens	47,884.19	Pan-fired	2,257,832.41
Silk:		Basket-fired	907,728.50
Raw	13,801,604.90	Black	286,315.64
Waste	10,819.55	Dust, lump, and bancha	90,663.89
Crepe	4,951.61	Tissues, miscellaneous	42,201.52
Embroideries	10,751.82	Toys	44,107.86
Habutae	2,058,576.62	Umbrellas	22,091.28
Handkerchiefs	586,776.81	Sticks and handles	15,224.86
Kaki	306,886.52	Wax, vegetable	12,772.70
Other manufactures of	106,017.20	Wood, manufactures of	89,585.22
Skins, furs, hair, feathers, etc.	7,787.72	Miscellaneous	144,194.41
Soy	22,958.80		
Stationery	1,589.12	Total	26,072,359.73
Straw:		Foreign products reexported	105,704.98
Braid	680,610.45		
Other manufactures of	7,995.80	Grand total	26,178,064.71
Sulphur	215,119.07		

Merchant vessels entered from foreign countries at ports of Japan during the year 1900.

Flag.	Steamers.		Sailing vessels.	
	Number.	Tons.	Number.	Tons.
American	135	311,180	28	28,852
Austrian	71	172,626		
Belgian	2	2,581		
British	1,542	3,789,154	48	80,650
Chinese	6	6,262	2	336
Danish	12	24,186	1	1,288
Dutch	12	25,296		
French	135	294,657	2	3,144
German	392	1,080,768	19	83,146
Italian	2	5,056		
Japanese	2,645	3,363,657	1,172	62,874
Korean	15	5,839	10	296
Norwegian	165	268,969		
Russian	196	356,573	18	3,286
Total	5,830	9,606,752	1,300	218,870

TRADE OF JAPAN, FIRST SIX MONTHS OF 1901.

The general condition of Japanese commerce is improving; there have been fewer failures during the past two or three months, orders from the interior have been received in increasing amounts, the stocks of imported goods in the warehouses at Yokohama have decreased greatly, the textile manufacturers are preparing to employ more workmen, and the freight department of the railway service has become unusually active. The bright prospect for a good rice crop helps to increase the growing confidence, and everything points to a prosperous season for commerce.

IMPORTS.

During the first six months of 1900, the imports exceeded the exports by more than \$35,000,000, while for the same period of 1901, the excess is only about \$8,000,000. Although the decrease in imports helped to cause this lessening of Japan's "adverse balance," it can hardly be considered a favorable symptom. The falling off is principally in com-

modities imported for use in manufacturing industries, being most marked in imports of raw cotton, and indicates neither increase in home production nor greater frugality of living, but is doubtless due to the depression in business with which the year opened, which caused many cotton-spinning and cotton-weaving mills to close down. The revival of business and especially the resumption of trade with China, Japan's chief market for this class of goods, will result in a renewal of the demand for raw cotton and cotton yarn; and the satisfactory adjustment of the finances, toward which Japanese statesmen are bending all their energies, is expected to give impetus to railway construction, shipbuilding, and manufactures of iron and steel, and incidentally to increase the importation of many articles.

EXPORTS.

The increase in exports is distributed among many products, but is greatest in camphor and silk.

CAMPHOR.

The output of camphor, formerly an important export of Japan, was permitted to decline during the last decade to about one-twelfth its previous amount. During the war between Japan and China, a camphor trust was started in London, and later the camphor monopoly was established in Formosa. This resulted in a rise in price and led to the cutting of many trees in Japan, so that in Tosa, the principal camphor district, they seem to be almost exhausted. The increased activity of the market has again encouraged planting, and many new camphor forests are being made. Few trees were planted during the period of depression in this industry, and as it requires about ten years for the camphor tree to come to perfection, and it is said that there are only two noteworthy camphor forests now remaining in Japan, the production can not be greatly increased for several years at least.

SILK.

The export of raw silk has more than doubled as compared with the corresponding period of 1900, and the export of silk tissues shows a considerable increase in all lines, having been stimulated by the partial failure of the industry in Italy and France. The condition of the trade in this commodity is intimately connected with the prosperity of the mass of the people in a large part of the country, the care of the caterpillars being the all-absorbing occupation of the peasants in some parts of Hondo during several weeks in early summer. This work is done in the homes, and while it is in progress, the comfort of the family or visitor is of little importance as compared with that of the worms. The temperature of the rooms is closely watched and nicely adjusted to the needs of the larvæ. These are carefully separated so as to allow at least a square foot of space to each hundred worms. They are fed abundantly, and all refuse and dirt is regularly removed. After a little more than a month the larva, having grown to more than five thousand times its original weight, begins to spin. As soon as the cocoon is completed, which usually requires a little less than three and a half days, it is plunged into boiling water and then, after being dried, it may be sent to one of the city silk establishments; or it may be

unwound, twisted into thread, and woven into cloth by the aid of an antique, cumbersome, handloom in the peasant's cottage.

Not all the cocoons are treated with hot water, the others being permitted to remain until the butterfly emerges, and from these eggs are secured for the next season's hatching and for export to other silk-producing countries. From 1890 to 1900, the silk-raising industry made such progress that the output of the cocoons during the latter period was more than three times that during the former.

Excellent weaving is done by the peasants, even with the awkward appliances in use in their cottages, but the merchants find difficulty in securing uniformity of weight and texture in different pieces of goods, and this is especially annoying in the corded silks, because of the tariff regulations of the United States. The corded silk is woven with cotton threads, which are covered by the silk. The tariff laws provide that when 30 per cent or less of the weight of a piece is silk, a specific duty of 90 cents per pound shall be paid; for 45 per cent or less, \$1.30 per pound; and anything above 45 per cent shall be classed as all silk and pay \$3 duty per pound. With the primitive machinery used by these peasants, the weaver is unable to fit his work to these requirements. An exporter buys the product from a hundred different weavers, who have bought the cotton used in small lots, each purchasing only for himself, perhaps for one handloom, perhaps for two or three.

The cotton is not uniform in size, and the silk as it comes from the cocoon varies in fineness. All these conditions hinder the effort to produce goods containing a fixed proportion of silk and cotton, and after exercising all the care possible, the silk shipper finds among his bales pieces which were intended to be 40 per cent silk and are 46 per cent. This would be of no consequence except for the duty. Its purchase price is no higher, it will sell as well as if it contained the exact percentage ordered, and no better; but the difference between \$1.30 and \$3 in duty means the difference between a fair margin of profit and a heavy loss. He can not turn the silk back to the weaver, who has done his best to fill the order as given, and as a result, the American silk-trading firms have on their shelves many pieces of good material for which they have paid, which they can not profitably send to America, and which they are at a loss how to dispose of. Sometimes, even different parts of the same piece of silk will vary several per cent in the proportion of silk and cotton, and under these conditions the silk merchants are protesting vigorously against furnishing samples with each silk shipment, as being of no value to the appraisers and entailing much useless trouble, labor, and expense upon themselves.

ECONOMIC CONDITIONS.

The economic situation is the subject which most engrosses the minds of the political and business portion of Japan's population, and hardly a day passes without the publication of something, new or old, on this topic. The need of foreign capital and how to secure it is the constant refrain, but the question seems no nearer a solution now than three months ago. The ordinary revenue of Japan is said to be considerably in excess of the ordinary expenditure, and the budget for 1901, as published in the Japan Gazette of August 22, shows the total estimated revenue to be in excess of the total estimated expenditure

for the year; but the Government has undertaken the prosecution of many enterprises usually carried on by private capital, and now finds itself in a position which compels it to defer or abandon the completion of the work unless it can succeed in raising a loan. The effort to do this at home has failed, and it is reported that the treasury officials are now trying to float a foreign loan of 50,000,000 yen (\$25,000,000) in gold bonds, with what success it is impossible even to guess, as the report of one day is almost certain to be contradicted the next. Although the country is not rich, its wealth has increased greatly during the past ten years, as the following table will show:

	1889.	1899.
Capital of companies	\$91,805,000	\$323,150,000
Capital of banks	\$31,000,000	\$144,500,000
Deposits at banks	\$36,000,000	\$282,000,000
Capital of railways	\$31,500,000	\$133,000,000
Receipts of railways	\$3,475,000	\$19,985,000
Mileage of railways	1,127	3,699
Tonnage of ships	141,000	796,000
Tons of coal	2,420,000	6,720,000
Tons of copper	2,880	26,600

The difficulty which seems to be met by the authorities in raising a foreign loan comes from inexperience and failure to understand and meet the requirements of foreign investors, and the timidity of capital about entering a new field, rather than from any real defect in the security. The same conditions hinder the investment of foreign capital in private enterprises. One of the principal demands of foreign capital would be met by the passage of a law (the adoption of which is being much urged) to permit alien ownership of land. With this change accomplished, Japan will offer an excellent field for foreign capital in the hands of a careful and judicious manager. To profit by this opportunity, an American representative should establish his office in Japan, that he may be able to investigate for himself, meet his customers personally, and impress upon them the requirements of investors.

NEED OF UNITED STATES BANK.

Reports from this consulate-general have already indicated the need of an American bank in Yokohama, and this need is being constantly emphasized. Such an institution, organized under American laws, and having good New York connections, could be made to pay profitable dividends, and would add greatly to the prestige of American trade and the convenience and profit of the American shipper. Under present conditions, every dollar of American trade with this country must pay tribute to England in the price paid for exchange. American citizens engaged in exporting Japanese goods to America find that they can sell exchange on France, Germany, Switzerland, Italy, Holland, Belgium, or Russia, at the exact parity of the rate on London, but bills of exchange on the United States can be negotiated only at increased rates.

E. C. BELLINGS, *Consul-General.*

YOKOHAMA, August 29, 1901.

Exports from Japan during the first six months of the year 1901.

Articles.	Value.	Articles.	Value.
Antimony	\$13,852.37	Mushrooms	\$208,840.28
Awabi	98,886.45	Paper	154,944.73
Bamboos	100,534.25	Porcelain and earthen ware	565,947.12
Bamboo ware	154,657.88	Rice	2,210,704.17
Beche de mer	74,625.80	Sake	158,987.00
Beer	272,724.72	Salt	96,544.29
Brushes, tooth	55,557.48	Screens	99,134.37
Buttons	78,109.81	Seaweed	214,575.75
Camphor	1,149,478.72	Shrimps	52,287.01
Carpets of hemp and cotton	174,947.90	Silk:	
Cigarettes	339,060.81	Raw	16,527,692.72
Clocks	72,734.89	Noshi and waste	784,996.90
Coal	4,433,398.69	Handkerchiefs	1,033,916.23
Copper	3,141,287.89	Tissues—	
Cotton, raw	18,592.33	Habutae	5,006,690.31
Cotton blankets	28,596.16	Kaiki	121,556.82
Cotton tissues:		Soy	69,538.73
Chijimi	139,998.26	Straw braid	739,766.05
Flannels	35,496.94	Sulphur	137,391.23
White	211,709.26	Tea:	
Gray shirtings	269,031.81	Green—	
T cloths	197,309.09	Pan-fired	1,113,261.07
Other	266,955.41	Basket-fired	564,195.33
Cotton yarns	5,302,101.92	Dust	26,387.53
Cuttlefish	332,321.38	Other	54,534.49
Fans	142,907.08	Boxes and boards	68,333.57
Fish oil	191,534.29	Timber:	
Furs	232,868.29	Sleepers, railway	119,528.47
Gallnuts	12,070.52	Other	166,265.77
Ginseng	123,139.46	Towels	104,605.90
Glass, looking	52,616.69	Umbrellas	398,854.67
Groundnuts	70,783.73	Vegetable wax	128,604.52
Kanten, or colle vegetale	393,218.81	Miscellaneous	4,417,261.00
Lacquered ware	268,444.41	Total	56,987,589.98
Lamps and parts	87,502.55	Reexports	501,747.95
Lily bulbs	3,002.44	Grand total	57,439,337.93
Manganese	48,731.79		
Matches	1,722,131.31		
Matting	1,266,062.91		

Imports into Japan during the first six months of the year 1901.

Articles.	Value.	Articles.	Value.
Alcohol	\$48,549.02	Iron and mild steel:	
Aniline dyes	206,763.62	Rails	\$598,106.47
Beans, pease, and pulse	779,157.81	Structural	443,271.29
Boilers and engines	354,982.87	Other	214,175.36
Chlorate of potash	129,806.19	Lead	212,908.45
Coal	950,589.37	Leather	323,862.35
Cotton seed	191,337.08	Locomotives	773,919.39
Cotton, raw:		Machinery	2,614,536.85
Ginned	15,836,659.46	Malt	185,145.44
With seed	183,325.75	Milk, condensed	156,551.28
Cotton flannels	27,162.91	Oil, kerosene	3,874,255.74
Cotton prints	65,997.95	Oil cake	1,495,603.56
Cotton satins and velvets	674,401.56	Paper	799,617.68
Cotton shirtings:		Phosphates, manure	76,561.52
Gray	482,766.18	Plush and velvets, mixed	58,984.61
White	97,739.97	Rice	3,220,348.37
Other	103,995.35	Soda, caustic	126,877.96
Cotton tissues, other	698,255.76	Steel	185,655.89
Cotton yarns	1,266,372.17	Sugar	8,453,239.25
Eggs	315,451.63	Telegraph cables	178,518.56
Electric-light apparatus	171,054.04	Timber	188,071.19
Fish, salted	38,000.39	Tinned plates	230,665.13
Flax, hemp, jute, and China grass	383,282.71	Watches	142,386.17
Flour, meal, and starch	656,372.47	Wool	956,784.49
Glass, window	173,500.21	Woolens:	
Hides and skins	172,953.41	Flannels	59,860.10
Indigo	937,581.11	Italian cloth	52,292.99
Iron:		Mousselines	870,793.84
Pig and ingot	428,304.40	Cloths	247,470.64
Bar and rod	751,008.40	Mixtures	116,518.06
Plate, sheet, and galvanized	743,990.59	Other tissues	520,658.00
Nails	381,644.29	Woolen yarns	229,740.35
Pipes and tubes	525,954.23	Zinc	162,308.32
Telegraph wire	89,439.80	Miscellaneous	9,097,792.68
Rail fittings	142,173.52	Total	64,968,153.22
Wire and small rod	102,086.51	Reimports	70,158.24
		Grand total	65,038,311.46

NAGASAKI.

TRADE.

The total imports and exports of this consular district in 1900 were 50,018,284 yen (\$24,909,105), being an increase of 42 per cent over those of 1899. The imports amounted to 25,385,061 yen (\$12,641,760), an increase of 87 per cent over 1899, and the exports to 24,643,233 yen (\$12,272,330), a gain of 14 per cent.

The total imports from the United States were 5,550,191 yen (\$2,763,995) and exports thereto 231,805 yen (\$115,439), of which sum 48,373 yen (\$24,090) was for coal shipped to the United States and 163,187 yen (\$81,267) for coal shipped to the Philippine Islands, exclusive of that sent to the islands on certified manifests, the value of which is not declared.

The total imports and exports of the port of Nagasaki during the year were 22,366,458 yen (\$11,138,496), being 29 per cent greater than those of 1899. The imports amounted to 15,427,337 yen (\$7,682,814), an increase of 38 per cent over 1899, of which Great Britain furnished 42 per cent, or 6,582,257 yen (\$3,277,964). Included in this sum were two vessels, valued at 1,176,441 yen (\$585,868). The exports were 6,939,120 yen (\$3,455,682), an increase of 12 per cent over 1899, of which amount 2,092,829 yen (\$1,042,229) was for bunker coal.

The imports from the United States were 3,610,344 yen (\$1,797,951), equaling 23.4 per cent of the total, an increase of 155 per cent over 1899 and of 43 per cent over 1898. The increase over 1899 is due to larger importations of oil, iron goods, coal, flour, and raw cotton, the latter being delivered during the first six months of the year.

There were also imports from the United States into the newly opened ports of this district, Shimonoseki and Moji, which are directly opposite each other on the Straits of Shimonoseki, amounting to 1,206,917 yen (\$601,043) and 732,929 yen (\$364,909), respectively. They consisted of iron goods, raw cotton, and flour.

The demand for iron goods from the shipbuilding, railway, and manufacturing industries will continue, as will the demand for electrical, leather, and canned goods and dairy products. The manufacturers of the United States should continue to solicit the trade, keeping always in mind that exact representation of their wares, with proper packing and equal prices, will secure the market.

IRONWORKS.

The Mitsu Bishi Dockyard and Engine Works had a very prosperous and successful year, employing on an average 3,500 hands daily. There were eight vessels launched, of an aggregate tonnage of 3,307, including the steamship *Ta-Hung Maru*, length 270 feet, gross tons 2,243, built for the Yangtze River trade. There were ten vessels completed, of a gross tonnage of 5,024. Nine vessels, with a gross tonnage of 21,577, were uncompleted at the close of the year, one of them being the *Kaga Maru*, now running on the American line of the Nippon Yusen Kaisha; another, the *Iyo Maru*, with a gross tonnage of 6,300, soon to be launched for the same line.

The vessels taken in dock and in slip were:

Vessels taken in dock and in slip.

VESSELS TAKEN IN DOCK.

	Number.	Tons.
Foreign men-of-war	14	38, 914
Foreign merchant vessels	50	171, 421
Japanese men-of-war	11	15, 561
Japanese merchant vessels	39	72, 685
Total.....	114	298, 351

VESSELS TAKEN IN SLIP.

Foreign men-of-war	2	690
Foreign merchant vessels	6	8, 418
Japanese men-of-war	11	1, 915
Japanese merchant vessels	10	7, 590
Total	34	13, 604

During the year, there was built a new blacksmith shop, with steel girders and corrugated-iron roofing, furnished with eight steam hammers ranging from one-half hundredweight to 7 tons, and with sufficient hearths and cranes. With a view of having the best skilled labor for the machine shops, there was built adjoining the engine works a two-story brick structure covering 12,348 square feet, for a technical training school to accommodate five classes—that is, 250 boys each year, the same number passing for permanent employment into the works. An addition to the present shop has been completed—length, 200 feet; width, 110—the central portion of which, about 50 feet in width, is to be used for large machines; the right and left wings, each 30 feet in width, together with the second shop, for small machines. The machinery has all been bought in Europe. The company has also ordered an electrical plant, with the view of substituting this power for steam throughout the works. The building for the plant has been erected.

It is the intention of the company to build within the next two years a large dry dock of granite, the proposed dimensions to be:

	Feet.
Length, not less than.....	600
Greatest width.....	120
Greatest depth.....	42
Width of entrance at top.....	96
Width of entrance at bottom.....	38
Depth of water on blocks, ordinary spring tide.....	32
Depth of water on blocks, highest spring tide.....	35

The company has enlarged its premises by reclaiming the reef in front of the yard and by cutting from a hill of solid rock many thousands of square feet, which permits it to undertake with ease the building, on the land reclaimed, of two vessels of 600 feet and two of 300 at the same time.

The Imperial Steel Works at Wakamatsu, founded in April, 1900, has commenced the manufacture of pig iron and of about 40 tons a day of Siemens' steel. At present, about 100 tons of pig iron are being turned out, the ore being obtained from Kamaishi, Mimasaku, and at

Taya, China. It is said that the experiments made have proved the efficiency of the works, and that 90,000 to 100,000 tons of steel can be produced yearly, should the proposed plans be completed.

NEW RAILWAY.

The railway under construction, to connect the southern portion of the island of Kyushu with the railway system of Japan, is progressing as rapidly as the nature of the country through which it passes will permit. This work will probably be completed in 1903.

HARBOR WORKS.

The improvements commenced in the harbor of Nagasaki in 1897 are making progress. A large frontage has been partially reclaimed. The work will probably be finished during the fall of 1903.

COAL.

During the year, the China and Japan Trading Company, Limited, imported into Nagasaki four cargoes of Pocahontas coal, aggregating 15,573 tons, which found a ready sale to German, Austrian, and American vessels of war. It is quite likely that if the naval vessels of other nations had not placed contracts for Cardiff prior to the receipt of the Pocahontas, they too would have filled their bunkers with the American article, if it could have been secured. I am informed that the Germans and Austrians unhesitatingly say that they have had as good results with Pocahontas as with the best Welsh product, and that they are very much pleased with the American coal. Importations of the American article look quite small in comparison with the Welsh, which amounted to 71,121 tons, the Japanese naval station at Sasebo taking 14,106. The year under consideration saw the first importation of coal from the United States into this empire. It was simply a beginning, and large results may be confidently expected, as it has been demonstrated that American coal can compete successfully with the best Cardiff at Nagasaki. The needs of the Japanese admiralty are well worth the close attention of shippers of coal from the United States.

With the exception of three small lots exported to the United States, the exports of coal from this district were to Asiatic countries and, including 746,938 tons for ship's use, amounted to 3,042,684 tons, valued at 17,851,268.36 yen (\$8,889,931), or 5.87 yen (\$2.92) per ton, showing an increase of 32 per cent over the exportations of 1899, 52 per cent over 1898, and 87 per cent over those of 1897. The declared value of coal exported in 1897, 1898, and 1899 shows the price to have been, per ton, 5.46 yen (\$2.72), 6.86 yen (\$3.42), and 6.01 yen (\$2.99), respectively.

SHIPPING.

The total number of vessels entered and cleared at ports of this district during the year was 3,808, of which 2,871 were steamers, with a tonnage of 4,700,487, and 937 were sailing vessels, tonnage 86,932, 505 being Japanese junks, tonnage 4,834, showing an increase of 67 per cent in vessels and 116 per cent in tonnage over 1899.

There entered and cleared at Nagasaki 1,075 vessels, with a tonnage of 1,974,428, of which 987 were steamers, tonnage 1,926,167, and 88 sailing vessels, tonnage 48,261, 30 being Japanese junks, tonnage 268; an increase of 37 per cent in number of vessels and 59 per cent in tonnage.

At Moji, there were entered and cleared 921 vessels, the tonnage being 1,316,394, of which 914 were steamers, tonnage 1,311,909, 7 sailing vessels, tonnage 4,485, and one a Japanese junk of 8 tons; an increase of 241 per cent in number and 295 per cent in tonnage.

There were entered and cleared at Shimonoseki 1,005 vessels, of 1,036,245 tons, of which 618 were steamers, with a tonnage of 1,009,547, and 387 sailing vessels, with a tonnage of 26,698; 101 being Japanese junks, with a tonnage of 1,771. The increase at this port was 73 per cent in vessels entered and cleared and 203 per cent in tonnage.

CHARLES B. HARRIS, *Consul*.

NAGASAKI, *August 1, 1901.*

Amount of each kind of goods, with declared value, imported into Nagasaki in 1900 from the United States.

Articles.	Quantity.	Value.	
		Yen.	United States currency. *
Arms and ammunition:			
Revolvers or pistols.....number..	111	684	\$342
Other.....		163	82
Balances, measuring tapes, and scales.....number..		716	358
Clocks.....do.....	13	133	66
Compasses and chronometers, mariners'.....do.....	6	740	370
Cutlery.....		88	44
Electric-light fittings.....		9,785	4,892
Fire-engine pumps and fittings.....		579	289
Gas engines and fitting.....		2,216	1,108
Agricultural implements.....		2,963	1,492
Instruments:			
Musical and accessories.....		267	133
Surgical.....		189	69
Other scientific.....		1,525	763
Photographic.....		197	98
Locomotives and fittings.....		710	355
Mining machinery.....		16,095	8,048
Paper, machinery for making.....		32,992	16,497
Printing machinery.....		184	92
All other machinery.....		107,397	53,698
Sewing machines and parts.....		5,327	2,663
Sporting guns and accessories.....		56	28
Steam boilers, engines, and parts.....		468	234
Typewriters and copying presses.....		1,194	597
Watches:			
Other.....number..	91	692	346
Cases and accessories.....		41	20
Butter.....catties b..	8,005.56	4,913	2,456
Cheese.....do.....	13,320.77	4,465	2,232
Coffee.....do.....	10,961.55	8,657	1,828
Condensed milk.....dozens..	2,567.9	6,429	3,214
Confectionery.....		3,006	1,503
Fish, salted.....catties..	8,470.36	1,413	706
Flour.....do.....	2,703,315.54	127,809	63,904
Other meals and starch.....do.....	13,191.04	1,468	734
Fruits, fresh or dried, and nuts.....		3,928	1,964
Ham and bacon.....catties..	17,821.64	6,547	3,273
Salt, crude.....do.....	150,370.68	2,368	1,184
Salted meat, in casks.....do.....	24,104.09	5,004	2,502
All other comestibles.....		29,657	14,829
Boots and shoes.....pairs..	55	210	105
Buttons, buckles, hooks, and eyes.....		157	78
Gloves.....dozens..	1	3	1
Underwear, cotton.....do.....	1.33	45	27
Hats, caps, and bonnets.....do.....	2.75	35	17
Scarfs and neckties.....do.....	51	136	68
Hosiery.....do.....	18.25	49	24
Underware:			
Woolen.....do.....	3.33	30	15
Cotton and woolen.....do.....	4.66	39	19

* In round numbers.

b 1/2 pounds.

Amount of each kind of goods, with declared value, imported into Nagasaki in 1900 from the United States—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.*
All other clothing.....dozens..		417	\$208
Borax.....kin..	72.57	18	9
Hops.....do..	721.98	154	77
Sodium bicarbonate.....do..	72.58	9	4
Other chemicals and drugs.....		2,178	1,099
Paints, in oil.....kin..	17	2	1
Varnish.....do..	272.16	114	57
All other dyes and paints.....		373	186
Glass goods.....		85	42
Beans and peas.....piculs..	84.07	333	166
All other seeds.....kin..	147.08	34	17
Barley.....do..	198.53	25	12
Leather:			
Sole.....do..	5,704.02	4,234	2,117
Other.....do..	317.52	981	490
Iron and mild steel:			
Rails.....do..	2,247,972.05	101,494	50,747
Rail fittings.....do..	272,075.04	18,585	9,292
All other mild steel.....do..	390,496.46	38,054	19,027
Pipes and tubes.....do..	58,636.28	6,431	3,215
Nails.....do..	906,962.09	62,536	31,268
Screws, bolts, and nuts.....do..	48	5	2
Telegraph wire.....do..	67,689.77	6,040	3,020
Grates, stoves, and fittings.....		2,559	1,279
All other manufactures.....		220	110
Other than mild steel:			
Needles, machine and sewing.....		5	2
All other manufactures.....			
Brass tubes.....kin..	18,725.84	8,874	4,437
Capsules for bottles.....milles..	11.50	94	47
Locks, knobs, bolts, and hinges.....		371	185
Gold and silver ware.....		7	3
Plated ware.....		287	143
Utensils, knives, forks, and spoons.....		154	77
All other manufactured gold and silver.....		1,648	821
Candles.....kin..	788.42	206	103
Oil:			
Petroleum in cans.....gallons..	8,578,680	2,071,300	1,085,650
Linsseed.....kin..	340.20	55	27
Lubricating.....do..	1,237,755.21	62,227	31,113
Olive or salad.....do..	5,016.65	1,079	539
Or spirits of turpentine.....gallons..	500	655	327
Paraffin wax.....kin..	222,132.27	22,552	11,276
All other oils and waxes.....		145	73
Brooks.....		1,432	716
Ink, writing.....dozens..	1.83	8	4
Paper:			
Packing.....kin..	1,097.04	167	83
Printing.....do..	90.72	14	7
Other.....do..		29	14
Pencils.....gross..	50	7	3
All other stationery.....		300	150
Sugar, refined:			
A.....piculs..	1	8	4
B.....do..	90.80	1,139	569
Molasses.....kin..	42	10	5
Cotton:			
Raw, ginned.....piculs..	17,713.20	421,679	210,839
Yarns.....kin..	75.60	30	15
Duck.....square yards..	8,258.89	3,541	1,270
Shirtings:			
Gray.....do..	25,411.67	2,849	1,424
White.....do..	2,000	316	158
Other cotton fabrics.....do..	100	36	18
Oil or leather clothes.....do..	861.39	1,133	566
Ribbons and galloons.....		207	103
Other braids and cords.....		30	15
Twine, cotton, flax, hemp.....kin..	442.98	261	130
All other tissues and raw materials thereof.....		94	47
All other tissues, manufactures of.....		102	101
Tobacco:			
Cut.....kin..	49.06	94	47
Other.....do..	18.89	18	9
Beer, ale, porter, stout:			
A.....dozen..	6,442	11,064	5,532
B.....do..	786	1,942	971
Brandy.....do..	14	127	63
Do.....liters*..	45.44	34	17

* In round numbers.

* 1½ pounds.

* 133½ pounds.

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Amount of each kind of goods, with declared value, imported into Nagasaki in 1900 from the United States—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.*
Champagne.....case	1	8	\$4
Gin.....dozen	1	10	5
Liqueurs.....do	5	41	20
Port.....liters	3,531.69	864	432
Rum.....do	555.74	71	35
Sherry.....do	399.35	89	44
Whisky.....dozens	400	2,486	1,243
Do.....liters	3,846.43	2,058	1,029
Wine:	2	10	5
A (under No. 16).....cases			
Do.....liters	29,128.14	2,058	1,029
B (above No. 16).....do	232.80	67	34
All other wines or fermented liquors		25	12
Cattle.....		200	100
Other animals.....		8	1
Caoutchouc and gutta-percha, sheet.....kin	5,919.59	11,458	5,729
Coal.....tons	15,538	270,083	135,041
Lard, tallow, and grease.....kin	8,840.91	1,977	968
Manure.....		2	1
Pitch and tar.....kin	4,412.24	183	91
Lumber.....		49,322	24,661
All other articles free of duty.....		745	373
Belling and hose.....		828	414
Billiard tables and accessories.....		70	35
Brushes and brooms.....		1,338	669
Caoutchouc and gutta-percha, manufactured.....		1,270	635
Wheeled vehicles and fittings.....		1,291	645
Cordage, flax, hemp, jute, china grass.....kin	60.48	37	18
Corks.....do	11.77	29	14
Electric-light wire.....		51	25
Furniture.....		2,206	1,103
Jewelry, imitation.....		116	58
Lamps and fittings.....		489	244
Mats and matting.....kin		56	28
Packing for engines.....do	4,318.18	3,316	1,658
Pictures and paintings.....		79	39
Porcelain and earthenware.....		180	90
Smokers' articles.....		13	6
Soap:			
Toilet.....kin	1,045.67	690	345
Washing.....do	1,914.02	490	245
Toilet or perfumed waters and perfumery, hair oil and other cosmetics.....kin	171.73	586	293
All other articles subject to duties.....		4,282	2,141
Oakum.....kin	8,315.88	1,274	637
Plaster of paris.....do	30.24	2	1
Total imports.....		3,610,344	1,805,172

* In round numbers.

Imports from the United States into Moji for the year 1900.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
Flour.....kin*	150,666.37	6,952	\$3,476
Electric-light apparatus and fittings.....		5,976	2,988
Machinery, paper-making.....		2,986	1,493
Ham and bacon.....kin	1,035.33	817	158
Iron and steel rails.....do	7,679,890.67	328,638	161,819
Fittings for same.....	924,551.31	66,078	33,089
All other machinery and part.....		26,462	13,231
Locomotives and parts.....		294,360	147,180
Fire engines and parts.....		1,198	599
Photographic apparatus.....		48	24
Horse.....number	1	350	175
Plumbago.....kin	755.99	346	177
All other dyes, colors, and paints.....		4,085	2,013
Lumber.....		170	85
Cotton waste.....kin	800	11	5
Total.....		732,929	366,464

* 1½ pounds.

Imports from the United States into Shimonoseki.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
Flour kin.	2, 466, 358. 70	124, 514	\$62, 257
Electric-light apparatus and fittings		10, 972	5, 486
Iron and mild steel:			
Bar and rod kin.	165, 010. 55		
Pipes and tubes do.	18, 567, 104. 36	76, 384	38, 167
Rails do.	15, 189, 401. 23	632, 610	316, 306
Fittings for do.	1, 480, 679. 84	96, 539	48, 269
Plate and sheet do.	100, 718. 95	6, 849	3, 424
All other manufactures of do.	23, 738. 06	1, 614	807
All other metals and manufactures of same		17, 016	8, 508
Machinery, all kinds		83, 745	41, 872
Steam engines, boilers, and parts		100	50
Sugar, refined, B. piculs *	3, 371. 66	23, 604	11, 802
Cotton, raw, ginned do.	4, 382. 75	119, 858	59, 929
Grind and whet stones		1, 870	935
Furniture		67	33
Total		1, 206, 917	608, 458

* 1½ pounds.

* 133½ pounds.

Imports of foreign products into Nagasaki.

Articles.	Quantity.	Value.	
		Yen.	United States currency. *
Arms and ammunition:			
Revolvers and pistols pieces..	111	634	\$317
Others		163	81
Balances, scales, tapes		2, 134	1, 067
Barometers pieces..	19	670	335
Binoculars and telescopes do.	128	2, 466	1, 233
Clocks do.	150	1, 659	829
Compasses and chronometers (mariner's) do.	34	4, 766	2, 388
Cutlery		321	160
Diving suits and parts		9, 079	4, 539
Electric apparatus and fittings		31, 987	15, 843
Fire engines, pumps, and fittings		98, 424	49, 212
Gas engines and fittings		2, 216	1, 108
Farm implements and mechanics' tools		22, 006	11, 008
Instruments:			
Musical		8, 528	1, 764
Chemical		509	254
Surgical		454	227
Surveying		3, 170	1, 585
Other scientific		5, 008	2, 501
Photographic		4, 569	2, 284
Locomotives and parts		3, 214	1, 607
Machinery:			
Cranes		9, 568	4, 744
Drilling		33, 748	16, 874
Knitting		140	70
Mining		17, 112	8, 556
Paper-making		38, 946	19, 978
Printing		184	92
Sawing		11, 269	5, 634
Cotton-spinning		618	309
Telegraphic		3, 173	1, 586
All other		3, 173	1, 586
Meters:			
Steam pieces..	48	459	229
Water do.	24	526	263
Microscopes do.	3	149	74
Sewing machines		6, 688	3, 344
Sporting guns and accessories		56	28
Steam boilers, engines, and fittings		87, 366	43, 683
Telephones and parts		249	124
Turning lathes		23, 802	11, 901
Typewriters and copying presses		1, 343	671
Watches:			
Silver pieces..	1	158	79
Others do.	93	711	355
Cases, etc		42	21

* In round numbers.

Imports of foreign products into Nagasaki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.*
Butter.....	kin ^b 15,617	10,668	\$36,826
Cheese.....	do. 16,345	5,718	2,859
Coffee.....	do. 13,711	4,598	2,296
Condensed milk.....	dozens 8,696	17,978	8,989
Confectionery and sweetmeats.....	do. 8,280	8,280	4,140
Eggs, fresh.....	millies 3,128	44,526	22,263
Fish:			
Dried.....	kin 542	58	26
Salted.....	do. 26,588	2,749	1,374
Flour.....	do. 3,438,569	162,244	81,122
Other meal and starches.....	do. 19,289	2,157	1,078
Fruits, fresh or dried, and nuts.....	do. 7,237	7,237	3,618
Ham and bacon.....	kin 19,025	7,220	3,610
Mineral water and other beverages.....	do. 176		88
Salt:			
Crude.....	kin 163,697	2,415	1,207
Refined.....	do. 2,323	208	104
Salted meat in casks.....	do. 24,103	5,004	2,502
Other.....	do. 2,650,968	143,854	71,927
Sekikasal.....	do. 1,021	67	33
Tea.....	do. 5,489	1,643	821
All other comestibles.....	do. 52,666		26,333
Boots and shoes.....	pairs 489	914	457
Braces or suspenders.....	dozens 15	94	49
Buttons, buckles, hooks and eyes.....	do. 837		163
Gloves.....	dozen 46	474	237
Hats, caps, and bonnets.....	do. 92	1,934	967
Scarfs and neckties.....	do. 115	387	193
Shawls.....	pieces 1	18	9
Socks and hose.....	dozen 201	798	396
Trimmings.....	do. 1,475		737
Underclothing:			
Cotton.....	dozen 104	827	413
Woolen.....	do. 4	53	26
Mixed.....	do. 5	39	19
Waterproof coats.....	pieces 153	1,417	708
All other clothing and furnishings.....	do. 6,178		3,089
Acid, tartaric.....	kin 21	18	9
Alcohol.....	do. 45	4	2
Borax.....	do. 1,765	241	120
Ginseng.....	do. 3	17	8
Hops.....	do. 721	154	77
Liquorice.....	do. 8,176	907	453
Rhubarb.....	do. 435	58	29
Saffron.....	do. 51	1,298	649
Soda:			
Bicarbonate of.....	do. 12,773	549	274
Caustic.....	do. 590,180	36,367	18,183
All other drugs, chemicals, and medicines.....	do. 7,286		3,643
Blue.....	kin 88	11	5
Cobaltic oxide.....	do. 8,782	14,662	7,331
Galls of all kinds.....	do. 1,088	214	107
Indigo, dry.....	do. 8,744	11,675	5,837
Lead, all colors.....	do. 99,144	15,158	7,579
Paints, in oil.....	do. 216,396	35,802	17,901
Paints, vessels' bottoms.....	do. 154,457	65,472	32,736
Safflower.....	do. 240	180	90
Varnish.....	do. 8,673	3,226	1,613
Vermillion.....	do. 72	146	73
White zinc.....	do. 3,387	708	351
All other dyes, colors, and paints.....	do. 4,086		2,043
Glass:			
Window, uncolored and unstained.....	100 square feet 10,019	55,471	27,785
Other.....	do. 10	97	48
Plate.....	do. 31	2,206	1,103
Broken or powdered.....	kin 3,864	51	25
Other, manufactures of.....	do. 3,506		1,752
Beans, soja.....	piculs 17,925	56,383	27,691
Other beans, peas and pulse.....	do. 40,504	123,929	61,964
Rice.....	do. 33,508	131,174	65,587
Seeds, sesame.....	kin 141,261	8,642	4,321
Wheat.....	do. 1,029,490	28,506	14,253
All other grains and seeds.....	do. 1,094		547
Furs.....	pieces 406	543	271
Hair, animal.....	kin 1,913	836	418
Hides, ox and buffalo.....	do. 84,552	12,965	6,492
Leather:			
Sole.....	do. 5,715	4,288	2,119
Other.....	do. 2,434	1,953	976

* In round numbers.

^b 14 pounds.

Imports of foreign products into Nagasaki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.*
Shells.....kin..	1,570	37	\$18
Tortoise shells.....do..	1,805	10,614	5,307
All other bones, horns, skins, shells, teeth, etc.....		4,126	2,063
Iron and mild steel:			
Pig and ingot.....kin..	1,940,598	61,268	30,631
Bar and rod.....do..	5,914,960	405,952	202,976
Hoop and band.....do..	6,061	468	234
Rails.....do..	6,842,580	294,781	147,890
Rail fittings.....do..	780,543	50,722	25,361
Plate and sheet.....do..	13,527,412	780,930	380,465
Roofing, corrugated and galvanized.....do..	248,897	24,226	12,115
Galvanized sheet.....do..	218,437	24,225	12,112
Diagonal or checkered plate.....do..	72,471	4,713	2,356
All other manufactured iron and mild steel.....do..	5,076,950	238,364	146,682
Screws, bolts, and nuts.....do..	740,072	73,908	36,954
Pipes and tubes.....do..	1,981,314	155,720	77,860
Nails.....do..	1,502,340	102,557	51,278
Tin plate.....do..	411,374	43,449	21,224
Wire and small rod.....do..	153,556	9,395	4,697
Wire:			
Telegraph.....do..	105,792	8,895	4,447
Rope.....do..	49,030	9,461	4,730
old.....do..	5,666	511	255
Old iron and mild steel.....do..	275,035	5,806	2,808
Anchors and chain cables.....do..	170,231	19,845	9,922
Other iron cables.....do..	109,622	10,980	5,490
Grates, stoves, and fittings.....		2,901	1,450
Safes.....number	3	652	326
Bridge and building material.....kin..	769,847	75,975	37,987
All other manufactures.....		6,961	3,490
Steel other than mild:			
Bar, rod, plate, and sheet.....kin..	99,997	31,523	15,761
Others.....do..	24,192	2,044	1,022
Needles, machine and sewing.....		165	77
Wire rope.....kin..	251,467	58,083	28,531
Old files and old steel.....do..	57,442	4,427	2,213
All other manufactures.....		12,517	6,258
Brass.....kin..	17,929	10,392	5,196
Tubes.....do..	47,380	26,060	13,030
Manufactures of.....		15,208	7,601
Capsules for bottles.....milles	26	142	71
Copper:			
Bar, rod, plate, and sheet.....kin..	35,870	17,984	8,967
Tubes.....do..	68,076	43,220	21,610
Manufactures of.....		1,201	600
Doorknobs, locks, bolts, hinges, etc.....		3,657	1,829
Gold and silver ware.....		7	3
Gold and silver plated ware.....		1,269	634
Lead:			
Pig, ingot, and slab.....kin..	26,384	2,236	1,118
Sheet.....do..	68,257	7,760	3,880
Shot.....do..	2,117	273	136
Tubes.....do..	61,951	7,984	3,992
Quicksilver.....kin..	2,551	4,164	2,082
Nails, bolts, nuts, unenumerated.....		18,067	9,083
Tin, block, ingot, and slab.....kin..	5,080	3,998	1,999
Utensils (forks, spoons, knives, etc.).....		1,861	930
Yellow metal, bar, rod, plate, and sheet.....kin..	38,891	16,225	8,112
Zinc:			
Block, ingot, and slab.....do..	134,253	19,825	9,912
Sheet.....do..	71,256	12,692	6,346
old.....do..	3,084	173	86
All other metals.....		34,174	17,067
Manufactures of.....		18,313	9,156
Candles.....kin..	7,269	1,905	952
Oil:			
Castor.....do..	9,237	1,122	561
Petroleum.....gallons	1,473,930	246,522	123,261
in cans.....do..	8,629,680	2,084,105	1,042,052
Lined.....kin..	87,887	21,082	10,541
Lubricating.....do..	1,274,957	65,438	32,719
Olive.....do..	6,501	1,450	725
in bottles.....dozens	274	2,076	1,038
of turpentine.....gallons	936	1,417	708
Paraffin wax.....kin..	222,132	22,552	11,276
All other oils and waxes.....		1,505	752
Books, printed, copying, and drawing.....		5,529	2,764
Ink, writing.....dozens	42	280	140

* In round numbers.

Imports of foreign products into Nagasaki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.*
Paper:			
Chinese		662	\$331
Drawing	kin.. 397	467	233
Packing	do.. 1,391	203	101
Photographic		1,919	959
Printing	kin.. 91	14	7
Other		2,225	1,112
Pencils	gross.. 13	128	64
Pen nibs	do.. 400	396	148
All other stationery		5,114	2,567
Sugar:			
Refined	piculs.. 63,962	373,497	186,748
"A"	do.. 54,398	423,647	211,823
"B"	do.. 183,227	1,183,772	591,896
Molasses	kin.. 1,689	67	33
Cotton:			
Raw, ginned	piculs.. 44,070	1,000,541	500,270
Yarns	kin.. 76	30	15
Threads	do.. 36	46	23
Drills	square yards.. 7,986	1,660	880
Duck	do.. 11,843	4,640	2,320
Flannels	do.. 552	95	47
Prints	do.. 29,114	7,281	3,640
Satins	do.. 7,468	2,582	1,291
Velvets	do.. 128	168	84
Shirtings:			
Gray	do.. 74,011	8,523	4,261
White	do.. 3,216	562	281
Twilled	do.. 1,691	335	167
Figured	do.. 65	18	9
Dyed	do.. 1,365	279	139
All other cotton tissues	do.. 32,350	9,933	4,966
Woolen and worsted yarns, all kinds	kin.. 162	264	132
Alpacas	square yards.. 901	699	349
Buntings	do.. 8,038	2,871	1,435
Flannels	do.. 3,453	2,464	1,232
Part cotton	do.. 3,798	2,105	1,052
Italian cloth	do.. 1,142	490	215
Berges	do.. 15,514	14,447	7,223
Woolen and worsted cloth	do.. 27,311	87,508	18,754
Part cotton	do.. 3,567	3,329	1,664
All other woolen and worsted tissues	do.. 9,711	7,494	3,747
Cocoons	kin.. 7,374	13,615	6,807
Crepe	square yards.. 3,090	4,040	2,020
Pongee	do.. 21,689	8,530	4,265
Satins	do.. 34,294	51,227	25,613
Silk-faced cotton satins	do.. 370	527	263
Other silk tissues	do.. 29,396	25,547	12,773
All other silk manufactures		56	28
Flax, hemp, jute, and China grass	kin.. 8,173	1,139	569
Flax or linen canvas	square yards.. 1,085	759	379
Linen tissues	do.. 8,930	2,861	1,430
Blankets	kin.. 16	22	11
Carpeting:			
Brussels	square yards.. 96	196	98
Felt	do.. 8,673	1,558	77
Patent tapestry	do.. 22	37	18
Other		600	300
Chikufu	square yards.. 3,086	961	490
Cotton tapes, elastic braids and cords		248	124
Elastic boots, webbing	yards.. 1,021	511	255
Gunny sacking	square yards.. 23,334	805	402
Handkerchiefs:			
Cotton	dozens.. 15	9	4
Other	do.. 15	46	23
Oil or leather cloth	square yards.. 1,328	1,287	643
Oilcloth and linoleum	do.. 1,194	751	375
Ribbons and galloons		870	435
Other braids and cord, unenumerated		459	229
Table covers	pieces.. 46	91	45
Traveling rugs	kin.. 8	9	4
Twills of cotton, flax, hemp, jute, and China grass	do.. 1,570	891	445
Yarns and threads, unenumerated		67	33
All other tissues and raw materials		9,673	4,836
All other tissues, manufactures of		2,742	1,371
Cigars and cigarettes	kin.. 973	1,965	982
Cigarettes rolled in paper	millies.. 60	445	222
Tobacco:			
Cut	kin.. 739	651	325
Other	do.. 33	26	13

* In round numbers.

Imports of foreign products into Nagasaki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.*
Beer, ale, porter, stout:			
"A".....dozens..	9,177	15,388	\$7,694
"B".....do.....	1,899	4,456	2,228
Brandy.....do.....	285	1,698	849
Do.....liters..	443	342	171
Champagne.....cases..	591	17,333	8,666
Chinese liquors.....sho..	1,658	323	161
Gin.....dozens..	484	1,445	722
Do.....liters..	503	178	89
Liquors.....dozens..	251	2,212	1,106
Port.....cases..	70	876	438
Do.....liters..	3,932	958	479
Rum.....dozens..	179	900	450
Do.....liters..	16,656	2,571	1,285
Sherry.....cases..	2	14	7
Do.....liters..	399	89	44
Vermouth.....dozens..	95	525	262
Whisky.....do.....	645	3,908	1,954
Do.....liters..	4,221	2,295	1,147
Wines:			
"A".....cases..	434	4,257	2,128
Do.....liters..	162,023	29,104	14,562
"B".....do.....	266	120	60
All other spirits or distilled liquors.....		236	118
All other wines or fermented liquors.....		963	481
Animals:			
Cattle.....number..	510	6,594	3,297
Sheep.....do.....	41	477	238
Others.....do.....		494	247
Caoutchouc and gutta-percha, sheet.....kin..	6,892	14,664	7,332
Cement, Portland.....do.....	56,717	1,083	541
Coal.....tons.....	86,550	1,836,823	968,411
Coke.....do.....	689	22,355	11,177
Funori (sea weed).....kin..	58,187	3,603	1,801
Gypsum.....do.....	14,964	170	85
Lard, tallow, and grease.....do.....	72,051	9,007	4,508
Malt.....do.....	1,250	139	69
Manure:			
Bone, animal.....do.....	9,358,339	194,824	97,412
Bone, animal dust.....do.....	8,508	250	125
Dried sardines.....do.....	900,746	32,668	16,334
Oil cake.....piculs..	213,846	450,556	225,278
Others.....do.....		2,089	1,044
Cotton, old and waste.....kin..	1,884	113	56
Pitch and tar.....do.....	623,042	14,731	8,365
Black lead.....do.....	18,847	3,715	1,857
Putty.....do.....	56,209	3,854	1,927
Rattans.....do.....	1,792	159	79
Timber:			
Santalum (shitan).....do.....	646	123	64
Teak.....cubic feet..	32,780	100,225	50,112
Other lumber.....do.....		69,929	34,964
All other articles free of duty.....		14,029	7,014
Belt and hose for machinery.....		16,116	8,058
Billiard tables and accessories.....		3,406	1,703
Brushes and brooms.....		5,088	2,544
Caoutchouc and gutta-percha, manufactured.....		4,021	2,010
Carriages, bicycles, tricycles, and fittings.....		1,291	645
Railway cars and fittings.....		3,737	1,868
Coral, worked or otherwise.....kin..	2	150	75
Cordage, flax, hemp, jute, and China grass.....do.....	74,472	22,242	11,121
Corks.....do.....	681	896	448
Electric-light wire.....do.....		5,449	2,724
Fishing gut.....kin.....	3,961	27,529	13,764
Furniture.....do.....		11,513	5,756
Grind and whet stones.....do.....		139	64
Gunny bags.....number..	26,000	3,445	1,727
Jewelry:			
Imitation.....do.....		312	151
Genuine.....do.....		315	157
Lamps and fittings.....do.....		7,123	3,561
Lamps, electric.....do.....		882	441
Leather, manufactured.....do.....		17	8
Mats and mattings.....do.....		2,583	1,266
Mat packing.....number..	4,100	813	406
Packing for steam engines.....kin..	26,044	18,839	9,414
Pictures, paintings, and calligraphy.....do.....		457	228
Porcelain and earthenware.....do.....		5,686	2,843
Smokers' articles.....do.....		409	204

*In round numbers.

Imports of foreign products into Nagasaki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.*
Soap:			
Toilet.....kin..	1,748	1,061	\$640
Washing.....	38,367	5,385	2,617
Submarine and underground telegraphic cables.....		710,141	\$55,070
Toilet water, hair oil, perfumery and other cosmetics.....		1,475	787
Vessels, steam.....number..	2	1,176,441	588,220
All other articles subject to duty.....		101,501	50,750
Total foreign produce.....		15,409,123	7,704,561

* In round numbers.

Imports of Japanese products into Nagasaki.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
Tea, bancha.....kin..	5,250	630	\$815
Sea weed.....do..	6,043	2,623	1,311
Fish, cuttle.....do..	900	180	90
Sharks' fins.....do..	110	55	27
All other comestibles.....		2,512	1,256
Beverages.....		14	7
Clothing.....		185	67
Gallnuts.....		300	150
Bronze, manufactures of.....		70	35
Gold and silver ware.....		90	15
Iron, manufactures of.....		8	4
Oil, fish.....kin..	12,490	769	384
Paper, other than European.....		90	15
Skins, hair, shells, bone, etc.....		10	5
Silk goods.....		1,489	744
Cotton goods.....		764	382
Vessels, steam and sailing.....	1	7,000	3,500
All other articles.....		1,592	796
Total Japanese produce.....		18,214	9,107
Total imports.....		15,427,337	7,713,668

* 1½ pounds.

Exports of Japanese produce from Nagasaki.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
Tea:			
Green, pan-fired.....kin..	84,372	10,546	\$5,273
Green, basket-fired.....do..	653	459	229
Black.....do..	50,955	11,968	5,984
Bancha.....do..	85,949	5,699	2,844
Dust.....do..	3,000	200	100
Brick.....do..	162,085	17,716	8,858
Barley.....kin..	99,780	2,496	1,248
Beans, peas, and pulse.....do..	136,113	5,021	2,510
Rice.....piculs..	37,915	221,641	110,820
Rye.....kin..	477,945	21,584	10,792
Wheat.....do..	95,180	3,689	1,844
All other grains.....		13,015	6,507
Fish:			
Cuttle.....kin..	2,794,570	629,121	314,560
Salmon and cod.....do..	6,970	568	281
Tatsukuri.....do..	811,500	19,673	9,836
Other, dried or salted.....do..	45,275	2,896	1,448
Hoshinori.....do..		6,948	3,474
Beche de mer.....kin..	210,160	86,967	42,983
Collie vegetable (Kanten).....do..	5,652	5,435	2,717
Keikansui.....do..	90,730	2,723	1,361

* 1½ pounds.

Exports of Japanese produce from Nagasaki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
Salt.....	kin..	15,001	\$7,500
Sea weed.....	do..	3,101	1,550
Cut.....	do..	8	4
Sharks' fins.....	do..	38,167	19,083
Shellfish.....	do..	120,150	60,075
Mussels.....	do..	17,400	8,700
Other shellfish, dried.....	do..	7,112	3,556
Shrimps.....	do..	18,855	9,427
Beer.....	dozens..	65,098	32,549
Other liquors.....	do..	5,710	2,850
Beverages.....	do..	14,549	7,274
Chillies.....	kin..	26	13
Confectionery and sweetmeats.....	do..	8,729	4,364
Flour.....	kin..	23,985	11,992
Ginger.....	do..	979	489
Ginnang.....	do..	7,796	3,898
Ground nuts.....	do..	10,918	5,459
Mushrooms.....	do..	68,433	34,216
Oranges.....	do..	8,591	4,295
Potatoes.....	do..	6,852	3,416
Saki.....	sho..	20,757	10,378
Soy.....	do..	18,243	9,121
Vegetables and fruits.....	do..	12,247	6,123
Vermicelli.....	kin..	12,524	6,262
All other comestibles.....	do..	129,611	64,805
Cotton shirts.....	dozens..	4,338	2,169
Cotton underwear.....	do..	8,021	4,010
Gloves.....	do..	274	137
Hats and caps.....	do..	2,188	1,094
Socks and stockings.....	do..	1,479	739
Boots and shoes.....	pairs..	12,271	6,135
Trimmings.....	do..	1,468	736
All other clothing and furnishings.....	do..	53,908	26,901
Camphor.....	kin..	9,675	4,831
Camphor oil.....	do..	22	11
China root.....	do..	195	97
Gallnuts.....	do..	2,237	1,118
Nitric acid.....	do..	22	11
Soda crystal.....	do..	845	422
Star anise.....	do..	3,423	1,711
Sulphur.....	do..	1,310	655
Sulphuric acid.....	do..	2,378	1,189
All other drugs, medicines, and chemicals.....	do..	14,556	7,278
Dyes and paints, all others.....	do..	100	50
Brass, manufactured.....	do..	2,378	1,189
Bronze, manufactured.....	do..	1,991	995
Copper:			
Refined.....	kin..	540	270
Manufactured.....	do..	113	56
Iron safes.....	number..	526	263
Iron, manufactured.....	do..	34,383	17,191
Umbrella frames.....	dozens..	8	4
All other metals.....	do..	11,598	5,799
All other metals, manufactured.....	do..	2,265	1,132
Oil:			
Fish.....	kin..	3,833	1,916
Rape seed.....	do..	16,296	8,148
Other.....	do..	2,188	1,094
Wax:			
Bees.....	kin..	1,002	501
Vegetable.....	do..	35,815	17,907
Paper:			
European.....	do..	1,730	865
Usuyo.....	do..	935	467
Other.....	do..	129,372	64,686
All other paper manufactures.....	do..	569	284
Feathers.....	kin..	25	12
Furs.....	number..	50	25
Hair and wool.....	kin..	3	1
Leather.....	do..	1,251	625
Mussels, animal.....	do..	2,352	1,176
Shells, awabi.....	do..	35,323	17,664
Silk tissues.....	pieces..	33,374	16,687
Silk handkerchiefs.....	dozens..	544	272
All other silk manufactures.....	do..	1,458	729
Cotton.....	kin..	132,347	66,173
Cotton yarns.....	do..	377,500	188,750
Cotton tissues.....	pieces..	22,586	11,293
Towels.....	dozens..	992	496

* 1½ pounds.

Exports of Japanese produce from Nagasaki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
Carpets, hemp or cotton.....number.....	380	2,130	\$1,065
All other textile fabrics and materials.....		12,283	6,141
Cigarettes.....milles.....	1,754	3,600	1,300
Tobacco:			
Leaf.....kin.....	60	20	10
Cut and other.....do.....	15,384	13,979	6,989
Bamboo.....do.....		2,856	1,428
Cement, Portland.....kin.....	10,555,681	128,833	64,416
Charcoal.....do.....	3,887,815	31,336	15,663
Coal (including dust).....tons.....	108,427	606,225	303,112
Coal for ships' use.....do.....	271,344	2,092,829	1,046,414
Coke.....kin.....	1,482,721	13,380	6,690
Plants, trees, and shrubs.....		1,616	808
Ropes, bags, and mats of straw.....		1,516	757
Seeds.....		91	45
Others.....		63,084	31,542
Bamboo:			
Blinds.....		111	55
Other manufactures of.....		1,565	782
Boats.....number.....	24	5,961	2,980
Books.....do.....	2,490	1,884	942
Brushes:			
Tooth.....dozens.....	5	7	3
Other.....		4,615	2,307
Clocks.....number.....	1,528	7,738	3,869
Coral, worked and otherwise.....kin.....	14	51	25
Fans.....number.....	3,267	224	112
Round.....do.....	13,322	941	470
Furniture.....		18,465	9,232
Glass:			
Looking.....		842	421
Other manufactures of.....		14,594	7,297
Ivory, manufactured.....		431	215
Jinrikishas.....number.....	44	1,116	558
Lacquered ware.....		54,115	27,057
Lamps and fittings.....		6,680	3,340
Matches.....gross.....	2,058	648	324
Leather, manufactured.....		645	322
Mats for floor.....		2,304	1,152
Musical instruments.....		210	105
Paper lanterns.....number.....	7,038	876	438
Photographs.....		144	72
Pictures and calligraphy.....		170	85
Porcelain and earthenware.....		56,120	28,060
Shippoki.....		1,649	824
Screens.....number.....	130	1,379	689
Sieves.....dozen.....	1	8	4
Soap:			
Toilet.....dozens.....	276	180	90
Washing.....do.....	37,746	3,080	1,515
Stationery.....		4,946	2,473
Straw, other manufactures of.....		72	36
Tooth powder.....		87	18
Tortoise shell, manufactured.....		1,322	661
Toys.....		10,152	5,076
Umbrellas.....number.....	406	196	98
European.....do.....	949	1,337	668
Umbrella handles.....dozens.....	3	18	9
Vessels, steam and sailing.....number.....	7	37,700	18,850
Waste cotton yarn.....kin.....	91,427	12,414	6,207
Wood, manufactures of.....		2,668	1,284
All other articles.....		309,064	154,527
Total exports of Japanese products.....		6,216,706	3,108,362

Exports of foreign products from Nagasaki.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
Arms (revolvers and pistols).....number.....	62	466	\$233
Scales and tapes.....		87	43
Diving dresses and parts.....		2,262	1,131
Electric-light apparatus and fittings.....		615	307
Fire engines, pumps, and fittings.....		7,012	3,506
Farm implements and mechanics' tools.....		3,985	1,992

Exports of foreign products from Nagasaki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
Instruments:			
Musical.....		850	\$425
Surveying.....		145	74
Photographic.....		150	75
Machinery, all other and parts		1,608	804
Sewing machines and parts		809	154
Steam engines, boilers, and fittings		2,950	1,475
Telephones and fittings		7,000	3,500
Watches, silver.....	number.. 2	50	25
Butter.....	kin. 2,496	1,636	768
Cheese.....	do. 86	38	19
Coffee.....	do. 1,309	346	173
Condensed milk.....	dozens.. 784	1,760	880
Confectionery and sweetmeats.....		804	302
Flour.....	kin. 80,381	4,680	2,330
Fruits, fresh or dried, and nuts.....		467	233
Ham and bacon.....	kin. 33	8	4
Salted meat in casks.....	do. 2,209	612	306
Tea.....	do. 1,168	336	168
All other comestibles.....		7,650	3,825
Underclothing, woolen.....	dozens.. 251	2,515	1,207
Waterproof coats.....	number.. 230	700	350
All other clothing and furnishings.....		7,433	3,716
Acid, tartaric.....	kin. 75	65	32
Alcohol.....	do. 1,775	355	177
Ginseng.....	do. 148	2,080	1,040
Gum Arabic.....	do. 23	9	4
Soda:			
Bicarbonate.....	do. 11,452	622	311
Caustic.....	2.. 5,897	300	150
All other drugs, chemicals, and medicines.....		5,609	2,804
Cobaltic oxide.....	kin. 130	400	200
Lead, all colors.....	do. 17,759	3,165	1,582
Paint in oil.....	do. 68,483	11,173	5,585
Paint for vessels' bottoms.....	do. 2,201	1,280	640
Varnish.....	do. 3,014	1,908	954
White zinc.....	do. 5,250	1,240	620
All other dyes, colors, and paints.....		740	370
Glass:			
Window, uncolored and unstained.....	100 square feet.. 404	2,736	1,368
Other.....	do. 40	340	170
Other than window.....		262	131
Beans, soja.....	piculs ^b 1,384	4,452	2,226
Peas and pulse.....	do. 152	425	212
Seeds, sesame.....	kin. 4,940	323	161
Rice.....	piculs 8,099	33,012	16,506
Furs.....	number.. 200	3,700	1,850
Hair, animal.....	kin. 3,024	1,090	545
Leather, sole.....	do. 3,716	2,730	1,365
Iron and mild steel:			
Pig and ingot.....	do. 369,436	12,124	6,062
Bar and rod.....	do. 484,280	30,862	15,431
Hoop and band.....	do. 1,850	110	55
Rails.....	do. 3,340	200	100
Plate and sheet.....	do. 480,390	33,012	16,506
Roofing, corrugated and galvanized.....	kin. 6,638	792	391
Galvanized sheet.....	do. 2,631	306	152
All other manufactured iron and mild steel.....	do. 25,381	1,560	780
Pipes and tubes.....	kin. 11,366	1,371	685
Nails.....	do. 122,756	9,432	4,716
Screws, bolts, and nuts.....	do. 4,914	588	294
Tin plate.....	do. 423	50	25
Wire and small rod.....	do. 25,220	2,402	1,201
Telegraph wire.....	kin. 2,645	268	134
Old iron or mild steel.....	do. 157,875	3,194	1,597
Anchors and chain cables.....	do. 32,527	3,279	1,639
Stoves and fittings.....		820	410
Saws.....	number.. 3	425	212
All other manufactures.....		6,356	3,178
Steel, other than mild steel:			
Bar, rod, plate, and sheet.....	kin. 64,341	8,155	4,077
Wire and small rod.....	do. 13,702	1,787	893
Wire rope.....	do. 11,385	2,528	1,264
Brass.....	kin. 9,754	4,985	2,487
Manufactured.....		430	215
Copper:			
Bar, rod, plate, and sheet.....	kin. 4,947	2,610	1,255
Tubes.....	do. 2,456	1,649	774
Manufactures of.....		260	130
Lead, sheet.....	kin. 58,508	7,764	3,882
Nails, bolts, and nuts, unenumerated.....		2,074	1,037

* 1½ pounds.

^b 133½ pounds.

Exports of foreign products from Nagasaki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
Tin, block, ingot, and slab	kin. 2,884	1,970	\$965
Yellow metal:			
Bar, rod, plate, and zinc	do. 4,439	1,621	810
Sheet	do. 16,024	3,218	1,609
All other metals		2,000	1,000
Manufactures of		2,140	1,070
Oil:			
Kerosene	gallons. 40,440	11,869	5,984
Linseed	kin. 7,941	1,729	864
Lubricating	do. 133,548	14,891	7,445
Of turpentine	do. 1,178	1,423	711
All other oils and waxes		561	280
Books:			
Printed, copying, and drawing		765	382
Photographic		40	20
Other		321	160
All other stationery		102	51
Sugar	piculs. 19	146	73
Refined—			
"A"	do. 508	4,798	2,396
"B"	do. 538	5,227	2,613
Cotton:			
Raw, ginned	do. 2,965	66,898	33,449
Threads	kin. 76	40	20
Duck	square yards. 13,627	6,541	3,270
Flannels	do. 2,925	901	450
Prints	do. 3,569	590	296
All other goods	do. 125	26	13
Woolen and worsted yarns of all kinds	kin. 54	76	37
Buntings	square yards. 8,620	3,842	1,871
Flannels	do. 27	22	11
All other woolen tissues	do. 55	120	60
Other silk tissues	do. 144	215	107
Flax or linen canvas	do. 9,527	4,320	2,160
Linen tissues	do. 4,204	1,909	954
Handkerchiefs, cotton	dozens. 1,085	568	294
Table covers	number. 40	540	270
Twines, cotton, flax, hemp, jute, and China grass	kin. 390	194	97
All other tissues and raw materials therefor		330	160
All other tissues manufactured		1,900	950
Cigars	kin. 181	502	251
Cigarettes, rolled in paper	millies. 511	923	461
Tobacco, cut	kin. 38	60	30
Beer, ale, porter, and stout:			
"A"	dozens. 48	81	40
"B"	do. 60	181	90
Brandy	do. 95	297	148
Champagne	cases. 124	1,822	911
Gin	dozens. 152	366	183
Port	cases. 3	18	9
Whisky	dozens. 110	832	416
Wines	cases. 304	1,820	910
Do	liters. 14,615	1,965	982
All other distilled liquors		736	368
All other wines and fermented liquors		2,936	1,462
Caoutchouc and gutta-percha	kin. 1,911	2,335	1,167
Coal	tons. 9,255	190,280	95,140
Coke	do. 90	3,600	1,800
Lard, tallow, and grease	kin. 9,118	1,288	644
Pitch and tar	do. 28,785	1,039	519
Putty	do. 5,528	232	116
Timber, teak	cubic feet. 1,000	3,000	1,500
Timber and lumber, other		1,887	943
All other articles, duty free		9,080	4,590
Beltng and hose for machinery		4,175	2,087
Brushes and brooms		6,066	3,033
Caoutchouc and gutta-percha, manufactured		1,450	725
Cardboard	kin. 2,000	200	100
Carriages, bicycles, etc., and parts		630	315
Cars, railway		2,276	1,138
Cordage	kin. 28,729	10,864	5,432
Corks	do. 381	881	440
Electric light wire		910	455
Furniture		630	315
Gunny bags	number. 27,865	4,773	2,386
Lamps and fittings		1,968	984
Lamps, electric		14,175	7,087
Packing for steam engines	kin. 9,211	2,751	1,375
Soap, washing	do. 1,163	96	48
Total foreign produce exported		722,414	361,207
Total exports		6,989,120	3,469,560

Exports from Shimonoeki.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS.			
Tea:			
Green (pan fired).....kin..	52	3	\$1
Green (basket fired).....do...	2	3	1
Bancha.....do.....	400	46	23
Beans, peas, and pulse.....do.....	10,029	377	188
Rice.....piculs..	42,648	236,027	118,018
Rye.....kin.....	1,980	61	30
Fish:			
Cuttle.....do.....	83	22	11
Salmon and cod.....do.....	645	58	29
Other, dried or salted.....do.....	961	55	27
Hoshinori.....do.....		57	28
Kanten.....kin.....	23	14	7
Salt.....do.....	12,271,470	90,908	45,454
Seaweed.....do.....	29,526	834	417
Cut.....do.....	392	20	10
Beer.....dozens..	1,981	4,952	2,476
Other liquors.....do.....		180	90
Beverages.....do.....		9	4
Ginger.....kin.....	4,678	230	115
Oranges.....do.....	12,292	488	241
Potatoes.....do.....	400	5	2
Sake.....sho ..	52,174	13,463	6,781
Soy.....do.....	46,221	6,754	3,377
Vegetables and fruits.....do.....		7,270	3,635
Vermicelli.....kin.....	69,851	4,809	2,404
Other comestibles.....do.....		6,312	3,156
Cotton shirts.....dozens..	11	53	26
Other clothing and furnishings.....do.....		1,430	715
Bleaching powder.....kin.....	375	30	15
Ginseng.....do.....	1,062	500	251
Soda, crystal.....do.....	500	15	7
Sulphuric acid.....do.....	149,735	5,852	2,926
Sulphur.....do.....	2,080	60	30
Drugs, all other.....do.....		981	465
Dyes, all other.....do.....		48	24
Copper:			
Sheet.....kin.....	800	375	197
Wire.....do.....	440	151	75
Iron safes.....number..	5	412	206
Iron, manufactures of.....do.....		28,188	14,094
All other metal manufactures.....do.....		279	139
Oil:			
Fish.....kin.....	28,713	1,664	832
Rape-seed.....do.....	354	51	25
Other.....do.....		11,918	5,959
Vegetable wax.....kin.....	7,500	1,500	750
Paper:			
European.....do.....	629	61	30
Other.....do.....		2,488	1,241
Paper manufactures.....do.....		15	7
Silk tissues:			
Kaiki.....pieces..	2	10	5
Other.....do.....	7	59	24
Silk manufactures.....do.....		2	1
Cotton.....kin.....	3,392	801	400
Yarns.....do.....	467,425	143,561	71,780
Blankets.....do.....	20	9	4
Cotton tissues:			
Flannel.....pieces..	77	235	117
Chijimi.....do.....	575	274	137
White.....do.....	80,452	44,929	22,464
Gray shirtings.....yards..	62,280	4,986	2,468
T. cloths.....do.....	125	10	5
All other.....pieces..	5,605	6,018	3,009
All other tissues.....do.....		25	12
Manufactures of.....do.....		706	353
Cigarettes.....milles..	884	1,757	878
Tobacco, cut and other.....kin.....	6,664	4,925	2,462
Bamboo.....do.....		757	378
Cement, Portland.....kin.....	652,899	10,157	5,078
Charcoal.....do.....	452,726	4,684	2,342
Coal.....tons.....	658,107	3,552,172	1,776,086
Ship's.....do.....	849,766	2,018,067	1,009,033
Coke.....kin.....	2,714,621	25,566	12,788
Deer horns.....do.....	100	85	42
Plants, trees, shrubs, and roots.....do.....		191	95
Ropes, bags, and mats.....do.....		104,181	52,265
Seeds.....do.....		381	190

• 1½ pounds.

• 1.6 quart.

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Exports from Shimonoseki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS—continued.			
Match sticks.....kin..	30,663	667	\$333
Slips for match boxes.....do..	1,200	45	22
Lumber.....		29,696	14,848
Bamboo, manufactured.....		503	250
Boats.....number..	4	70	35
Books.....do..	10	5	2
Fans, round.....do..	400	12	6
Furniture.....		4,498	2,249
Glass:			
Looking.....		36	18
Other manufactures of.....		150	75
Lacquered ware.....		190	95
Lamps.....		490	245
Matches.....gross..	155,125	40,012	20,006
Mats for floors.....		65,527	32,763
Musical instruments.....		41	20
Paper lanterns.....number..	623	176	88
Porcelain and earthenware.....		36,000	18,000
Shippoki.....		500	250
Stationery.....		95	47
Straw, manufactures of.....		34	17
Toys.....		299	149
Umbrellas.....number..	4,645	919	459
Waste cotton yarns.....kin..	100	13	6
Wood, manufactures of.....		2,116	1,068
All other articles.....		35,708	17,554
Total Japanese exports.....		6,572,020	3,286,010
FOREIGN PRODUCTS AND MANUFACTURES.			
Flour.....kin..	15,720	869	434
Sugar, refined:			
"A".....piculs..	61	487	243
"B".....do..	752	6,865	3,432
Tea.....kin..	40	15	7
Bicarbonate of soda.....do..	40		
Other drugs and medicines.....		2	1
Iron and mild steel:			
Plate and sheet.....kin..	130	8	4
Nails.....do..	3,000	237	118
Zinc, sheet.....do..	5,475	1,431	715
All other metal manufactures.....		70	35
Italian cloth.....square yards..	30	19	9
Woolen cloths.....do..	25	44	22
All other woolen tissues.....do..	9	16	8
Cotton tissues.....do..	24	5	2
Linen tissues.....do..	30	6	3
Clothing.....do..		2	1
Cordage, flax and hemp.....kin..	360	144	72
Photographic apparatus.....		154	77
Kerosene oil.....gallons..	29,030	9,193	4,596
Lumber.....		325	162
Total foreign exports.....		19,895	9,947
Total exports.....		6,591,915	3,295,957

Exports from Moji.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS.			
Beans, peas, and pulse	kin ^a 605	34	\$17
Rice	piculs ^b .. 7,375	38,105	19,052
Wheat	kin.. 17,000	590	295
Fish:			
Cattle.....	do..... 144	45	22
Other, dried or salted	do..... 2,280	133	69
Hoshinori	do.....	80	30
Salt	kin.. 8,574	36	18
Seaweed	do..... 14,669	475	237
Cut	do..... 150	7	3

* 1½ pounds.

* 13½ pounds. by Google

Exports from Moji—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS—Continued.			
Beer.....dozens..	2, 117	3, 927	\$1, 963
Beverages.....dozens..		2, 876	1, 438
Confectionery and sweetmeats.....dozens..		601	300
Flour.....kin..	35	2	1
Ground nuts.....do..	54, 600	3, 423	1, 712
Mushrooms.....do..	69	52	26
Oranges.....do..	1, 096	50	25
Sake.....sho..	14, 351	5, 021	2, 510
Soy.....do..	5, 317	975	487
Vegetables and fruits.....do..		4, 690	2, 345
Vermicelli.....kin..	425	31	15
All other comestibles.....do..		3, 874	1, 937
Buttons.....dozens..	129	550	275
Cotton underwear.....dozens..	8	741	370
Boots and shoes.....pairs..	8	16	8
Socks and stockings.....dozens..	35	40	20
All other clothing and furnishings.....do..		789	394
Bleaching powder.....kin..	51, 716	2, 752	1, 376
Camphor.....do..	70, 000	67, 400	33, 700
Crystal, soda.....do..	875	9	4
Sulphuric acid.....do..	400, 534	15, 896	7, 948
All other drugs, chemicals, and medicines.....do..		151	75
Oil:			
Rape seed.....kin..	880	140	70
Other.....do..		100	50
Paper:			
European.....kin..	2, 825	520	260
Other.....do..		3, 451	1, 725
Cotton.....kin..	15, 698	4, 386	2, 193
Yarns.....do..	1, 174, 178	370, 455	185, 227
Cotton tissues:			
White.....pieces..	116, 840	60, 129	30, 064
Other.....do..	762	728	364
Silk tissues.....do..	5	47	23
All other tissues.....do..		3	1
Manufactures of.....do..		385	192
Cigarettes.....millies..	3, 652	4, 231	2, 115
Tobacco, cut and other.....kin..	956	660	330
Bamboo.....do..		25	12
Cement, Portland.....kin..	993, 702	15, 687	7, 843
Charcoal.....do..	16, 493	235	117
Coal.....tons..	849, 553	4, 437, 897	2, 218, 948
For ships' use.....do..	100, 085	572, 435	286, 217
Coke.....kin..	1, 376, 768	13, 765	6, 882
Plants, trees, shrubs, and roots.....do..		10	5
Bamboo, manufactures of.....do..		37	18
Ropes, bags, and mats.....do..		385	192
Seeds.....do..		583	290
Lumber.....do..		3, 708	1, 854
Boats.....number..	1	80	15
Books.....do..	252	23	11
Furniture.....do..		775	387
Iron, manufactures of.....do..		184	92
Jinricksha.....number..	1	50	25
Lacquered ware.....do..		68	34
Matches.....gross..	151	40	20
Mats for floor.....do..		6, 133	3, 066
Porcelain and earthen ware.....do..		4, 356	2, 178
Soap:			
Toilet.....dozens..	80	55	27
Washing.....kin..	288	20	10
Stationery.....do..		26	13
Wood, manufactures of.....do..		31	15
All other articles.....do..		25, 678	12, 839
Total Japanese exports.....		5, 681, 449	2, 840, 724
FOREIGN PRODUCTS AND MANUFACTURES.			
Sugar.....piculs..	29	227	113
Refined "B".....do..	1	7	3
Glass, window (uncolored).....square feet..	4	20	10
Kerosene.....gallons..	1, 050	365	182
Paper.....do..		8, 240	4, 120
Shirtings, gray.....square yards..	10, 333	1, 300	650
All other articles.....do..		7, 338	366
Total foreign exports.....		17, 498	8, 749
Total exports.....		5, 698, 947	2, 849, 473

Exports from Hakata.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS AND MANUFACTURES.			
Rice.....	piculs ^a 59	\$355	\$127
Sake.....	sho ^b 31,274	8,566	4,283
Salt.....	kin ^c 25,080	223	111
Soy.....	sho ^c 170	20	10
All other comestibles.....		7	3
Cotton.....	kin ^c 450	180	65
Cotton tissues:			
White.....	pieces ^c 200	120	60
T cloths.....	yards ^c 504	46	23
Bamboo.....		12	6
Coal.....	tons ^c 561	1,877	938
For ships' use.....	do ^c 3	13	6
Ropes, bags, and mats.....		2	1
Porcelain and earthen ware.....		111	55
Wood, manufactures of.....		17	8
All other articles.....		188	94
Total Japanese exports.....		11,692	5,346
FOREIGN MANUFACTURES.			
Distilled liquors.....		52	26
Total foreign exports.....		52	26
Total exports.....		11,744	5,872

^a 133½ pounds.^b 1.6 quarts.^c 1½ pounds.*Exports from Karatsu.*

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS AND MANUFACTURES.			
Seaweed	kin ^a 1,045	44	\$22
Cut	do 743	29	14
Sharks' fins	do 110	55	27
Beer	dozens 896	1,997	998
Potatoes	kin 700	11	5
Sake	sho ^b 3,872	1,297	648
Soy	do 1,450	177	88
Vermicelli	kin 2,480	148	74
All other comestibles		115	57
Dyes		24	12
Sulphuric acid	kin 46,115	1,475	737
All other drugs, chemicals, and medicines		1,768	884
Cotton	kin 800	60	30
Cotton tissues:			
Flannel	pieces 300	421	210
Other	do 54	44	22
All other tissues, and raw materials therefor		120	60
Bamboo		1,522	761
Charcoal	kin 2,240	20	10
Coal	tons 128,496	635,091	317,545
For ships' use	do 6,042	32,705	16,352
Rape-seed oil	kin 250	37	18
Ropes, bags, and mats		1,058	525
Lumber		767	383
Cigarettes	milles 605	605	302
Glass, manufactures of		240	120
Iron, manufactures of		90	45
Paper		134	67
Toys		13	6
All other articles		2,010	1,006
Total Japanese exports		682,250	341,125
FOREIGN PRODUCTS.			
Kerosene oil	gallons 520	166	133
Total foreign exports		166	133
Total exports		682,416	341,258

^a 1½ pounds.^b 1.6 quarts.

Exports from Kulchinotsu.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS AND MANUFACTURES.			
Ginnang	kin ^a 1,562	93	\$46
Sake	sho ^b 400	155	77
Shark's fins	kin 1,900	855	427
Soy	sho 800	54	27
All other comestibles .....	.....	1,775	887
Cement, Portland	kin 405,600	5,188	2,569
Charcoal	do 2,862,000	28,065	14,082
Coal	tons 537,250	3,584,406	1,792,208
For ships' use	do 25,740	179,870	89,935
Coke	kin 2,864,300	23,729	11,864
Cotton yarns	do 1,001,250	275,200	132,600
Paper .....	.....	84	42
Sulphuric acid	kin 8,775	307	158
Lumber .....	.....	486	218
Vegetable wax	kin 82,752	4,892	2,446
All other articles .....	.....	809	104
Total exports .....	.....	4,105,370	2,052,685

^a 1½ pounds.^b 1.6 quarts.*Exports from Misumi.*

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS AND MANUFACTURES.			
Cement, Portland.....	kin ^a	800	\$400
Charcoal.....	do.....	2,400	1,200
Coal.....	tons.....	184,853	67,426
Cotton yarns.....	kin.....	54,800	27,400
Total exports.....	.....	192,853	96,426

^a 1½ pounds.*Exports from Idzuhara.*

Articles.	Quantity.	Value.		
		Yen.	United States currency.	
JAPANESE PRODUCTS AND MANUFACTURES.				
Beans.....	kin ^a	88	4	\$2
Rice.....	piculs ^b	96	483	241
Fish:				
Cuttle.....	kin.....	10	2	1
Other, dried or salted.....	do.....	2,962	233	166
Salt.....	do.....	33,060	350	175
Beer.....	dozens.....	4	10	5
Ginger.....	kin.....	3,500	46	23
Sake.....	sho ^b	4,591	1,333	666
Soy.....	do.....	655	69	34
Tea, green (basket fired).....	kin.....	5	3	1
Vegetables and fruits.....			360	180
Vermicelli.....	kin.....	1,483	99	49
All other comestibles.....			1,935	967
Cotton shirts.....	dozens.....	3	16	8
Other clothing and furnishings.....			100	50
Brass wire.....	kin.....	48	20	10
Iron, manufactures of.....			67	33
All other metals.....			12	6
All other metals, manufactures of.....			20	10
Paper.....			612	306
Manufactures of.....			20	10
Cotton.....	kin.....	100	28	14
Cotton yarns.....	do.....	1,100	370	185

^a 1½ pounds.^b 133½ pounds.^c 1.6 quarts.

Exports from Idzuhara—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS AND MANUFACTURES—continued.			
Cotton tissues:			
White.....pieces..	1,194	598	\$299
T cloths.....yards..	117	16	8
Other.....pieces..	83	91	46
All other tissues and raw materials thereof.....		23	11
All other tissues, manufactures of.....		25	12
Bamboo.....		598	299
Charcoal.....kin..	48,000	632	266
Coal.....tons..	356	1,402	701
Drugs and medicines.....		96	48
Oil.....		53	26
Ropes, bags, and mats.....		3,294	1,647
Lumber.....		2,769	1,384
Bamboo, manufactures of.....		178	89
Books.....number..	560	106	52
Furniture.....		133	66
Glass, looking.....		179	89
Lacquered ware.....		46	23
Lamps.....		117	58
Matches.....gross..	14,000	4,077	2,038
Porcelain and earthen ware.....		5,397	2,698
Sieves.....dozens..	18	24	12
Stationery.....		162	81
Tobacco, cut.....kin..	96	38	19
Toys.....		26	13
Umbrellas.....number..	200	77	38
Wood, manufactures of.....		18	9
All other articles.....		982	496
Total Japanese exports.....		27,218	13,606
FOREIGN PRODUCTS AND MANUFACTURES.			
Iron, bar and rod.....kin..	1,920	144	72
Zinc, sheet.....do....	1,000	200	100
Cordage, flax, and hemp.....do....	450	40	20
Distilled liquors.....		109	54
Fishing guts.....kin..	57	390	196
Kerosene oil.....gallons..	3,185	393	446
Window glass, uncolored.....100 square feet..	15	84	22
Total foreign exports.....		1,861	980
Total exports.....		29,074	14,589

Exports from Shishimi.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS AND MANUFACTURES.			
Beans, peas, and pulse.....kin*	1,582	40	\$20
Rice.....piculs*	22	116	58
Rye.....kin..	144	8	2
Fish:			
Cuttle.....do...	250	38	19
Other, dried or salted.....do...	3,262	87	43
Salt.....do...	50,148	576	288
Oranges.....do...	550	15	7
Sake.....sho*	168	13	6
Soy.....d	1,090	156	77
Vegetables and fruits.....		1,180	578
Vermicelli.....kin..	1,696	119	59
All other comestibles.....		182	91
Cotton yarns.....kin..	160	81	40
Silk tissues:			
Chirimen.....pieces..	4	42	21
Other.....do...	113	544	272
Bamboo.....		1,028	514
All other tissues, manufactures of.....		8	1

*1½ pounds.

*138½ pounds.

*1.6 quarts.

Exports from Shishimi—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS AND MANUFACTURES—continued.			
Charcoal.....kin..	1,186,780	8,907	\$4,468
Coal.....tons..	128	375	187
Metals.....		6	3
Oil.....		1,681	840
Ropes, bags, and mats.....		43	21
Lumber.....		10,969	5,474
Boats.....number..	5	75	38
Clothing.....		8	4
Furniture.....		12	6
Paper.....		55	27
Porcelain and earthen ware.....		247	123
Tobacco, cut.....kin..	34	11	7
Wood, manufactures of.....		34	17
All other articles.....		5,170	2,585
Total Japanese exports.....		33,488	16,744
FOREIGN PRODUCTS AND MANUFACTURES.			
Kerosene oil.....gallons..	870	287	143
Total foreign exports.....		287	143
Total exports.....		33,775	16,887

Exports from Sasuma.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS AND MANUFACTURES.			
Tea:			
Green (basket fired)	kin ^a 32	15	\$7
Bancha	do..... 50	5	2
Rice	piculs ^b 15	72	36
Other grains .....	..... 7		3
Fish, dried or salted	kin..... 1,260	16	8
Salt	do..... 100,375	398	449
Beer	dozens..... 386	915	457
Other liquors .....	..... 356		178
Flour	kin..... 7,400	561	280
Ginger	do..... 350	8	4
Sake	sho..... 13,467	3,778	1,899
Soy	do..... 1,009	150	75
Vegetables and fruits .....	..... 7,946		3,973
Vermicelli	kin..... 540	36	18
All other comestibles .....	..... 2,907		1,458
Copper, refined	kin..... 1,100	462	231
Iron, manufactures of .....	..... 30,691		15,296
All other metals .....	..... 69		34
Oil:			
Rape-seed	kin..... 9,766	1,563	781
Other .....	..... 4,235		2,117
Paper:			
European	kin..... 375	75	37
Other .....	..... 4,264		2,132
Furs	number..... 40	13	6
Hair and wool	kin..... 1,369	1,629	814
Cotton	do..... 64,160	20,582	10,261
Cotton yarns	do..... 307,656	98,864	49,182
Cotton tissues:			
White	pieces..... 61,825	30,889	15,444
Other	do..... 26,171	30,417	15,208
All other tissues and raw materials .....	..... 37		18
All other tissues and manufactures of .....	..... 400		200
Cigarettes	milles..... 15	39	19
Tobacco, cut and other	kin..... 38	28	14
Bamboo .....	..... 400		200
Charcoal	kin..... 609,824	4,842	2,421
Coal	tons..... 349	1,046	523
Drugs and medicines .....	..... 12,094		6,047

*1½ pounds.

*183½ pounds.

Exports from Sasuma—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
JAPANESE PRODUCTS AND MANUFACTURES—continued.			
Ropes, bags, and mats.....		6,051	\$8,025
Lumber.....		11,066	5,883
Bamboo, manufactures of.....		84	17
Boats.....number.....	1	170	86
Clocks.....do.....	22	99	49
Furniture.....		631	816
Glass:			
Looking.....		808	404
Other manufactures of.....		2,670	1,336
Lacquered ware.....		16,994	8,497
Matches.....gross.....	155,966	40,668	20,326
Mats for floor.....		131	65
Paper lanterns.....number.....	372	48	24
Porcelain and earthen ware.....		964	477
Umbrellas.....number.....	814	283	116
European.....do.....	414	407	208
All other articles.....		5,798	2,899
Total Japanese exports.....		347,024	173,512
FOREIGN PRODUCTS AND MANUFACTURES.			
Iron and mild steel:			
Bar and rod.....kin.....	148,375	6,995	3,497
Plate and sheet.....do.....	9,040	466	238
Nails.....do.....	49,960	3,504	1,762
Zinc, sheet.....do.....	420	52	26
Licorice.....do.....	1,100	88	44
All other articles.....		89	19
Total foreign exports.....		11,144	5,572
Total exports.....		358,169	179,084

Imports into Shimonoseki.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN PRODUCTS AND MANUFACTURES.			
Electric-light apparatus and parts		13,738	\$6,869
Farmers and mechanics' tools and implements		525	262
Locomotives and parts		16,380	8,190
Machinery:			
Paper-making and parts		22,592	11,296
Printing and parts		3,342	1,671
Other and parts		108,630	54,315
Steam engines, boilers and parts		23,091	11,545
Typewriters and copying presses		150	75
Eggs, fresh	402	5,865	2,982
Flax:			
Dried.....	kin ^a	4,267	165
Salted.....	do.	23,179	935
Flour	do.	2,462,362	124,514
Fruits, fresh or dried, and nuts			62
Salted meat, not in casks	kin.	26,801	1,080
Sekikassai	do.	4,867	286
All other comestibles			5,208
Ginseng	kin.	120	1,968
Soda, caustic	do.	98,279	5,208
Galls, of all kinds	do.	208	37
Paint in oil	do.	4,234	441
Beans, soja	piculs ^b	279,562	805,314
Pease and pulse	do.	12,082	37,156
Rice	do.	149,847	569,766
Seeds:			
Cotton	kin.	1,804	24
Sesame	do.	6,540	439
Wheat	do.	1,160,085	30,442
All other grains			18,961
Furs	number.	49	60
Hides, cow and buffalo	kin.	1,576	815

* 1½ pounds,

* 183½ pounds,

Imports into Shimonoseki—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN PRODUCTS AND MANUFACTURES—continued.			
Leather.....	kin. 61	289	\$144
Shells.....	do. 1,684	58	26
Iron and mild steel:			
Pig and ingot.....	do. 10,149	255	127
Bar and rod.....	do. 242,008	20,391	10,185
Rail.....	do. 15,554,621	648,478	324,239
Rail fittings.....	do. 1,546,361	102,982	51,491
Plate and sheet.....	do. 156,420	11,409	5,704
Galvanized plate.....	do. 81,310	6,975	3,437
Diagonal plate.....	do. 29,627	1,926	958
All other manufactured iron and steel.....	do. 106,162	6,041	3,020
Pipes and tubes.....	do. 2,070,561	83,458	41,729
Screws, bolts, and nuts.....	do. 18,700	4,117	2,058
Wire and small rod.....	do. 916	160	80
Wire rope.....	do. 19,690	2,621	1,310
Old iron and mild steel.....	do. 12,108	284	142
Cables.....	do. 2,215	785	367
Steel, other than mild steel:			
Bar, rod, plate, and sheet.....	do. 98,174	10,625	5,312
Other.....	do. 55,899	3,950	1,975
Wire rope.....	do. 67,987	13,554	6,777
All other manufactures.....		15,800	7,900
Brass tubes.....	kin. 15,458	7,700	3,850
Coin.....		58	29
Copper, bar, rod, plate, and sheet.....	kin. 21,047	9,870	4,935
Copper tubes.....	do. 22,668	14,300	7,150
Lead, pipe, ingot and slabs.....	do. 1,625	96	49
Zinc, sheet.....	do. 16,918	2,580	1,290
All other metals.....		75,716	37,858
Manufactures of.....		17,314	8,657
Sugar, refined.....			
"A".....	piculs. 50,895	420,441	210,220
"B".....	do. 119,381	1,102,797	551,398
Molasses.....	kin. 7,798	323	161
Cotton:			
Raw, ginned.....	piculs. 4,383	119,856	59,929
Prints.....	square yards. 961	235	117
Flax and hemp.....	kin. 53	6	3
Cocoons.....	do. 1,116	983	466
Tussah silk yarns.....	do. 600	819	409
Satins.....	square yards. 1,469	2,204	1,102
Cattle.....	number. 408	5,402	2,701
Horse.....	do. 1	5	2
Other animals.....		100	50
Furori.....	kin. 70,266	2,978	1,489
Manure:			
Bone, animal.....	do. 87,686	508	254
Dried sardines.....	do. 3,059,632	85,803	42,901
Guano.....	do. 828	15	7
Oil cakes.....	piculs. 27,096	69,721	34,860
Other.....		24,267	12,133
Oil.....		396	198
Lumber.....		5,675	2,838
All other articles, free of duty.....		7	3
Belting and hose for machinery.....		4,960	2,480
Railway cars and fittings.....		20,151	10,075
Bicycles and fittings.....		15	7
Railway cars, freight, and fittings.....		85,743	42,871
Furniture.....		645	322
Grindstones and whetstones.....		388	191
Lamps.....		2,511	1,255
Pictures and calligraphy.....		360	180
Stationery.....		549	274
All other articles, subject to duty.....		3,917	1,958
Total foreign imports.....		4,969,260	2,484,630
JAPANESE PRODUCTS AND MANUFACTURES.			
Beer.....	dozen. 40	80	40
Vegetable and fruits.....		22	11
Iron, manufactures of.....		9	4
Paper.....		321	160
Ropes, bags, and mats.....		77	38
Wood, manufactures of.....		3	1
All other articles.....		108	54
Total Japanese imports.....		620	310
Total imports.....		4,969,881	2,484,940

Imports into Moji.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN PRODUCTS AND MANUFACTURES.			
Balances rules, and tapes.....		104	\$52
Electric-light apparatus and fittings.....		17,559	8,729
Fire engines, pumps, and parts.....		73,111	36,555
Farmers and mechanics' tools and implements.....		53	26
Instruments:		4,894	2,447
Chemical.....			
Other scientific.....		335	167
Photographic.....		43	24
Locomotives and parts.....		294,360	147,180
Machinery:			
Cranes and parts.....		46,040	23,020
Mining and parts.....		5,466	2,738
Paper making and parts.....		2,986	1,493
Other.....		454,618	227,309
Steam engines, boilers, and parts.....		6,074	3,037
Telephones and fittings.....		2,140	1,070
Turning lathes.....		2,295	1,147
Cheese..... kin*.....	115	42	21
Condensed milk..... dozens.....	16	41	20
Confectionery and sweetmeats.....		75	37
Eggs, fresh..... miles.....	3,650	56,896	28,448
Flax, salted..... kin.....	2,775	138	69
Flour..... do.....	154,978	7,160	3,580
Fruits, fresh or dried, and nuts.....		21	10
Ham and bacon..... kin.....	1,158	405	202
Tea..... do.....	26	11	5
All other comestibles.....		795	397
Alum..... kin.....	329,855	9,042	4,521
Shellac..... do.....	1,564	662	331
Aniline dyes..... do.....	16	10	5
Galls of all kinds..... do.....	720	165	82
Lead, all colors..... do.....	5,885	770	385
Paint in oil..... do.....	15,350	2,494	1,247
Varnish..... do.....	1,887	990	490
All other dyes, colors, and paints.....		4,705	2,352
Glass:			
Window (uncolored).....100 square feet.....	699	4,305	2,152
Manufactures of.....		6	3
Beans, soja..... piculs*.....	4,871	43,318	21,659
Pease and pulse..... do.....	1,084	3,684	1,842
Rice..... do.....	1,814	9,888	4,944
Seeds, cotton..... kin.....	102,480	1,542	721
All other grains.....		12,071	6,035
Iron and mild steel:			
Pig and ingot..... kin.....	762,749	17,428	8,714
Bar and rod..... do.....	493,213	39,097	19,548
Rail..... do.....	14,322,218	631,866	315,933
Rail fittings..... do.....	1,182,326	83,957	41,978
Plate and sheet..... do.....	233,082	17,191	8,596
Roofing and corrugated sheet..... do.....	143,970	13,356	6,679
Galvanized sheet..... do.....	269,015	28,727	14,363
Pipes and tubes..... do.....	187,748	31,470	15,735
Nails..... do.....	275	44	22
Wire and small rod..... do.....	130	18	9
Structural..... do.....	2,866,231	306,071	153,035
All other manufactures of.....	347,597	24,101	12,056
Steel, other than mild:			
Bar and rod, plate and sheet..... kin.....	941	211	105
Wire rope..... do.....	25,521	4,984	2,492
Copper tubes..... do.....	50	30	15
All other metals.....		48,502	24,251
Manufactures of.....		14,474	7,237
Oil:			
Linseed..... kin.....	13,608	2,499	1,249
Lubricating..... do.....	4,545	405	202
Other.....		6	3
Books.....		248	124
Paper:			
Drawing..... kin.....	352	714	359
Other.....		361	180
Pen nibs..... gross.....	5	9	4
All other stationery.....		26	13
Sugar..... piculs.....	9,381	56,355	27,677
Refined:			
A..... piculs.....	6	55	27
B..... do.....	4,216	29,968	14,983
Cotton, raw, ginned.....	17,976	458,119	229,059

* 1½ pounds.

* 133½ pounds.

Imports into Moji—Continued.

Articles.	Quantity.	Value.		
		Yen.	United States currency.	
FOREIGN PRODUCTS AND MANUFACTURES—continued.				
Wool.....	kin.....	2,240	268	\$124
Pongee.....	square yards.....	1,415	1,055	527
Other silk tissues.....	do.....	497	988	494
Cigars.....	kin.....	53	80	40
Cigarettes.....	mille.....	1	5	2
Beer (A).....	dozens.....	4	5	2
Chinese liquor.....	sho.....	90	19	9
Gin.....	dozen.....	1	6	3
Cattle.....	number.....	2	30	15
Horse.....	do.....	1	350	175
Other animals.....	.....	.....	150	65
Cement, Portland.....	kin.....	10,015	504	252
Coke.....	tons.....	95	3,429	1,714
Gypsum.....	kin.....	132,638	8,332	1,666
Hides, cow and buffalo.....	do.....	2,168	408	201
Lard.....	do.....	280	15	7
Manure:				
Bone, animal.....	do.....	206,750	3,258	1,629
Oil cakes.....	piculs.....	73,243	176,517	88,253
Other.....	.....	.....	75	38
Cotton waste.....	kin.....	800	11	3
Plumbago.....	do.....	756	346	175
Lumber.....	.....	.....	170	85
Railway cars (passenger) and fittings.....	.....	.....	91,827	45,913
Railway cars (freight) and fittings.....	.....	.....	47,510	23,755
Caoutchouc, manufactures of.....	.....	.....	973	496
Clothing.....	.....	.....	420	210
Electric-light wire.....	.....	.....	453	226
Furniture.....	.....	.....	277	138
Lamps and parts.....	.....	.....	2,459	1,229
Mats and matting.....	.....	.....	205	102
Porcelain and earthenware.....	.....	.....	73	36
Steamer.....	number.....	1	69,600	34,800
Other articles subject to duty.....	.....	.....	161,502	80,251
Total foreign imports.....	.....	.....	3,445,085	1,722,517
JAPANESE MANUFACTURES.				
Paper.....	.....	.....	1,250	625
Total Japanese imports.....	.....	.....	1,250	625
Total imports.....	.....	.....	3,466,285	1,723,142

Imports into Hakata.

Articles.	Quantity.	Value.		
		Yen.	United States currency.	
FOREIGN PRODUCE AND MANUFACTURES.				
Salted fish.....	kin ^a ..	15,900	968	\$481
Salted meat, not in casks.....	do.	4,520	351	175
Sekikasa ¹	do.	7,008	406	204
All other comestibles.....			152	76
Beans, soja.....	piculs.	7,468	21,658	10,326
Peas and pulse.....	do.	602	1,831	915
Rice.....	do.	2,964	11,590	5,795
Seeds, cotton.....	kin..	934	12	6
Wheat.....	do.	25,610	665	332
Animals.....			17	8
Bones, horns, etc.....			21	10
Funori.....	kin..	30,900	1,839	919
Manure:				
Bone, animal.....	do.	17,466	323	161
Dried sardines.....	do.	79,315	2,605	1,302
Oil cakes.....	piculs ^b .	51,090	135,331	67,665
Other.....			65	32

^a 1½ pounds.^b 138½ pounds.

Imports into Hakata—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN PRODUCTS AND MANUFACTURES—continued.			
Oil.....		9	\$4
Lumber.....		1,211	605
All other articles subject to duty.....		7	3
Total foreign imports.....		179,062	89,531
JAPANESE MANUFACTURES.			
Charcoal.....	kin.. 5,597	63	31
Matches.....	gross. 90	23	11
Lumber.....		21	10
Total Japanese imports.....		108	54
Total imports.....		179,171	89,585

Imports into Karatsu.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN PRODUCE AND MANUFACTURES.			
Eggs, fresh	milles.. 5	66	\$83
Salted fish	kin*. 5,200	231	115
Sekikasal	do. 3,150	162	81
Sugar	piculs.. 10	49	24
Beans, soja	do. 10,615	31,233	15,616
Peas and pulse	do. 1,083	2,791	1,395
Rice	do. 116	498	249
Sesame	kin.. 4,600	265	132
Oil, castor	do. 560	79	34
Oil, other .....	.....	30	15
Funori	kin.. 1,400	67	33
Iron, pig, and ingot	do. 7,999	215	107
Lard	do. 500	65	32
Manure:			
Bone, animal	do. 378,983	6,190	3,095
Dried sardines	do. 56,020	1,392	696
Oil cakes	piculs ^b . 460	1,085	517
Other .....	.....	375	187
Lumber .....	.....	73	36
Bicycles and parts .....	.....	50	25
All other articles subject to duty .....	.....	236	118
Total foreign exports .....	.....	45,110	22,556
JAPANESE PRODUCTS.			
Salt	kin.. 1,500	22	11
Total Japanese imports .....	.....	22	11
Total imports .....	.....	45,133	22,566

*1½ pounds.

^b183½ pounds.*Imports into Kuchinotsu.*

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN PRODUCTS AND MANUFACTURES.			
Eggs, fresh.....milles..	3	29	\$14
Flour.....kin..	14,929	762	376
Sugar.....piculs..	6,490	34,599	17,299
Beans, soja.....do..	356	993	495
Other grains.....		1,870	935

Imports into Kuchinotsu—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN PRODUCTS AND MANUFACTURES—continued.			
Iron and mild steel:			
Pig and ingot.....kin..	375,988	10,076	\$5,038
Galvanized sheet.....do...	2,210	302	151
Anchor and chain cables.....do...	15,120	1,668	984
Mercury.....do.....	567	998	496
Oil:			
Kerosene.....gallons..	18,000	5,400	2,700
Other.....do.....		215	107
Cotton, raw, ginned.....piculs	18,011	416,006	208,002
Flax and hemp.....kin..	660	73	36
Manure:			
Bone, animal.....do.....	39,130	572	286
Dried sardines.....do.....	36,167	1,112	556
Oil cake.....piculs	48,966	97,876	48,937
Pitch and tar.....kin..	19,884	396	198
Timbers:			
Santalum.....do.....	51,086	2,842	1,421
Teak.....cubic feet..	2,091	3,349	1,624
Other lumber.....do.....		24,650	12,325
Cordage, flax and hemp.....kin..	900	443	221
Furniture.....do.....		81	40
Machinery.....do.....		1,313	656
Steamer.....number..	1	7,848	3,924
All other articles, subject to duty.....do.....		414	207
Total imports.....do.....		614,079	307,039

Imports into Misumi.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN MANUFACTURES.			
Oil cake piculs..	34,741	87,967	\$48,978
Total imports.....		87,967	48,978

• 133½ pounds.

Imports into Idzuhara.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN PRODUCTS AND MANUFACTURES.			
Eggs, fresh	milles.. 19	171	\$85
Flab:			
Dried	kin ^a 587	45	22
Salted	do. 130	9	4
Fruits, fresh or dried, and nuts	do. 6	2	
Salted meats, not in casks	kin 32,615	1,278	634
Sekikasa	do. 7,282	389	194
All other comestibles	do. 126	63	
Beans, soja	piculs ^b 13,893	44,211	22,106
Pease and pulse	do. 587	1,944	972
Rice	do. 4,770	20,961	10,480
Wheat	kin 770	26	13
All other grains	do. 228	114	
Cattle	number 26	385	192
Other animals	do. 6	3	
Bones, horns, etc	do. 2	1	
Drugs	do. 36	18	
Manure:			
Bone, animal	kin 101,676	1,533	766
Dried sardines	do. 115,946	3,911	1,955
Guano	do. 2,700	20	10

• 1½ pounds.

• 133½ pounds.

Imports into Idzuhara—Continued.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
Manure—Continued.			
Oil cake.....piculs..	21	35	\$17
Other.....		780	390
Funori.....kin..	7,798	418	207
Oil.....		147	73
Coin.....		19	9
Mate.....		6	3
Lumber.....		698	346
Pongee.....square yards..	37	18	9
All other articles subject to duty		1,907	968
Total foreign imports		79,319	84,659
JAPANESE PRODUCE AND MANUFACTURES.			
Charcoal.....kin..	40,000	300	150
Salt.....do..	500	5	2
Tissues, manufactures of.....		124	62
All other articles.....		38	19
Total Japanese imports.....		467	233
Total imports.....		79,787	89,893

Imports into Shishima.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN PRODUCTS AND MANUFACTURES.			
Eggs, fresh.....milles..	5	52	\$25
Salted meat, net in casks.....kin ^a ..	54,881	1,720	880
Sekikasa.....do..	9,339	561	280
All other comestibles.....		27	13
Beans, soja.....piculs ^b ..	735	2,440	1,220
Peas and pulse.....do..	59	222	111
Rice.....do..	4,112	20,511	10,255
All other grains.....		119	59
Liquors: Distilled.....		5	2
fermented.....		146	73
Animals.....		2	1
Funori.....kin..	9,590	500	250
Manure:			
Bone, animal.....do..	6,000	141	70
Dried sardines.....do..	37,411	1,371	685
Guano.....do..	3,000	37	18
Other.....		1,544	772
Oil.....		76	38
Cotton tissues.....square yards..	52	7	3
Sailing vessel.....number..	1	800	400
All other articles, subject to duty.....		50	25
Total foreign imports.....		30,343	15,171
JAPANESE PRODUCTS AND MANUFACTURES.			
Iron, manufactures of.....		22	11
Metals.....		161	80
Drugs.....		12	6
Mats for floor.....		5	2
Salt.....kin..	11,100	169	84
Wood, manufactures of.....		28	14
All other articles.....		52	26
Total Japanese imports.....		452	226
Total imports.....		30,795	15,397

^a1½ pounds.^b133½ pounds.

Imports into Susuma.

Articles.	Quantity.	Value.	
		Yen.	United States currency.
FOREIGN PRODUCTS AND MANUFACTURES.			
Distilled liquors.....		17	\$8
Eggs, fresh.....	86	404	202
Fish:			
Dried.....	kin ^a 3,614	232	116
Salted.....	do 1,251	74	37
Salted meat, not in casks.....	do 12,380	286	143
Sekikasa.....	do 79,983	6,238	3,119
All other comestibles.....		1,069	544
Galls of all kinds.....	kin 5,259	1,069	544
Ginseng.....	do 120	123	61
Licorice.....	do 110	9	4
All other drugs.....		1,326	663
Beans, soja.....	piculs ^b 15,185	56,777	27,888
Pease and pulse.....	do 1,307	4,910	2,455
Rice.....	do 73,802	339,465	169,732
Sesame.....	kin 7,350	467	233
Wheat.....	do 17,870	686	343
All other grains.....		668	334
Furs.....	number 4	26	13
Hides, bull, cow, and buffalo.....	kin 54,384	17,929	8,964
Shells.....	do 520	65	32
All other bones, horn, etc.....		10	5
Tin plate.....	kin 40	4	2
Old iron.....	do 752	15	7
Coin.....		16,614	8,307
Lead, ingot and slab.....	kin 16,363	1,780	890
All other metals.....		29,561	14,780
Cocoons.....	kin 30	15	7
Cotton, raw, unginned.....	piculs 24	185	17
Cattle.....	number 21	562	281
Other animals.....		219	109
Funori.....	kin 87,459	6,088	3,044
Manure:			
Bone, animal.....	kin 47,150	715	357
Dried sardines.....	do 94,085	4,608	2,304
Oil cakes.....	piculs 90	178	89
Other.....		1,201	601
Lumber.....		1,211	606
Oil.....		51	25
All other articles subject to duty.....		3,236	1,618
Total foreign imports.....		497,460	248,730
JAPANESE PRODUCTS AND MANUFACTURES.			
Salt.....	kin 58,798	806	403
Vegetables and fruits.....		3	1
All other comestibles.....		60	30
Clothing.....		55	27
Cotton yarns.....	kin 18,025	5,981	2,990
Drugs.....		74	37
Furniture.....		5	2
Mats for floor.....		71	35
Metals, manufactures of.....		18	9
Paper.....		13	6
Ropes, bags, and mats.....		9	4
All other articles.....		74	37
Total Japanese imports.....		7,171	3,585
Total imports.....		504,632	252,315

^a 1½ pounds.^b 13½ pounds.

Value of imports and exports, Nagasaki consular district, during 1900.

IMPORTS.

Ports.	Foreign.		Japanese.		Total.	
	Yen.	United States currency.	Yen.	United States currency.	Yen.	United States currency.
Nagasaki	15,409,128	\$7,704,561	18,214	\$9,107	15,427,387	\$7,713,668
Shimonoseki	4,989,280	2,484,630	620	310	4,969,881	2,484,940
Moji	3,445,085	1,722,517	1,250	625	3,446,285	1,723,142
Hakata	179,062	89,531	108	54	179,171	89,585
Karatsu	45,110	22,556	22	11	45,133	22,566
Kuchinotsu	614,079	307,039	.....	.....	614,079	307,039
Misumi	87,957	48,978	.....	.....	87,957	48,978
Idzuhara	79,319	34,659	467	233	79,787	39,892
Shishimi	30,343	15,171	452	226	30,795	15,397
Sasuma	497,460	248,730	7,171	3,585	504,632	252,315
Total	25,356,754	12,678,371	28,307	14,151	25,385,061	12,692,522

EXPORTS.

Nagasaki	722,414	\$361,207	6,216,705	\$3,108,352	6,989,120	\$3,469,559
Shimonoseki	19,995	9,947	6,572,020	3,286,010	6,591,915	3,295,957
Moji	17,496	8,749	5,681,449	2,840,724	5,698,947	2,849,473
Hakata	52	26	11,692	5,846	11,744	5,872
Karatsu	166	133	682,063	341,125	682,250	341,125
Misumi .....	.....	.....	192,853	96,426	192,853	96,426
Kuchinotsu .....	.....	.....	4,105,370	2,062,685	4,105,370	2,062,685
Idzuhara	1,861	930	27,213	13,606	28,074	14,539
Shishimi	289	144	33,438	16,744	33,777	16,888
Sasuma	11,144	5,572	847,024	418,512	858,169	419,064
Total	773,321	386,708	23,869,901	11,935,080	24,643,223	12,321,738

Aggregate of exports and imports, consular district of Nagasaki, in 1900.

Ports.	Exports.		Imports.		Total.	
	Yen.	United States currency.	Yen.	United States currency.	Yen.	United States currency.
Nagasaki	6,989,120	\$3,469,559	15,427,387	\$7,703,668	22,366,458	\$11,173,227
Shimonoseki	6,591,915	3,295,957	4,969,881	2,484,630	11,561,797	5,780,587
Moji	5,698,947	2,849,473	3,446,285	1,723,142	9,145,232	4,572,615
Hakata	11,744	5,872	179,171	89,585	190,915	95,457
Karatsu	682,250	341,125	45,133	22,566	727,383	363,691
Kuchinotsu	4,105,370	2,062,685	614,079	307,039	4,719,450	2,359,724
Misumi	192,853	96,426	87,957	48,978	270,810	145,404
Idzuhara	28,074	14,539	79,787	39,892	108,361	54,431
Shishimi	33,777	16,888	30,795	15,397	64,573	32,235
Sasuma	358,169	179,064	504,632	252,315	862,801	431,399
Grand total	24,643,233	12,321,738	25,385,061	12,692,522	50,018,294	25,014,260
1899	21,563,978	10,781,989	13,552,771	6,776,385	35,116,750	17,558,374
Increase	3,079,244	1,539,749	11,832,289	5,916,137	14,901,534	7,455,886

Table showing value of imports into and exports from Nagasaki, by countries, during 1900.

Country.	Imports.		Exports.	
	Yen.	United States currency.	Yen.	United States currency.
Great Britain	6,582,257	\$3,291,128	16,043	\$33,021
United States of America	3,610,307	1,805,153	12,577	6,298
Hongkong	1,706,129	853,064	893,667	446,833
China	1,583,392	791,696	2,556,778	1,278,389
Korea	349,087	174,543	346,518	173,259
Russian Asia	290,537	145,268	737,496	368,748
Russia	277,711	138,855	93,228	46,614
Germany	211,322	106,666	6,019	3,009
Philippine Islands	168,675	84,337	586	293

Table showing value of imports into and exports from Nagasaki, by countries, during 1900—
Continued.

Country.	Imports.		Exports.	
	Yen.	United States currency.	Yen.	United States currency.
Belgium	155,961	\$77,975		
Siam	104,100	52,060		
British India	100,680	50,840	118,013	\$59,006
Unknown	82,787	41,388		
France	74,009	37,004	4,347	2,173
Anam and other French India	59,134	29,562	3,019	1,509
Australia	39,123	19,561	5,955	2,977
Dutch India	11,168	5,579		
Spain	3,952	1,951		
Italy	3,646	1,823	505	232
Sweden and Norway	2,840	1,420	40	20
Holland	2,550	1,275		
Denmark	2,448	1,224	100	50
Switzerland	2,407	1,203		
Austria	389	194		
Portugal	1,041	520		
Canada and British America	161	80		
Egypt	59	29	1,333	666
Other countries	1,462	731		
Coal for ships' use			2,092,829	1,046,414
Total	15,427,337	7,713,668	6,989,120	3,469,559

Exports and imports of gold and silver coin and bullion.

Description.	Exports.		Imports.	
	Yen.	United States currency.	Yen.	United States currency.
NAGASAKI.				
Gold coin:				
Japanese	93,100	\$46,066	21,840	\$10,920
Foreign	351,285	175,617	11,004	5,502
Gold bullion	16,690	8,345	10,687	5,343
Total gold	461,075	230,012	43,532	21,765
Silver coin:				
Japanese	2,508	1,254	18,389	9,194
Foreign	261,923	130,964	1,494	747
Silver bullion	401,792	200,896	389,866	194,933
Total silver	666,223	333,114	409,750	204,874
Paper money:				
Japanese	220,000	110,000	563,395	281,697
Foreign	480,580	240,290	96,385	48,192
Total paper	700,580	350,290	659,780	329,889
Total	1,827,835	913,416	1,113,063	556,528
SHIMONOSEKI.				
Silver coin, foreign	117	58		
Silver bullion			56,309	28,154
Gold bullion			9,040	4,520
Paper money, foreign	149	74		
Total	266	132	65,350	32,674
MOJI.				
Silver bullion	2,159,776	1,074,888		
Silver coin, foreign			447,750	223,875
Paper money, Japanese	2,500	1,250		
Total	2,162,276	1,076,138	447,750	223,875
IDZUHARA.				
Paper money, foreign			1,526	763

Merchant vessels entered from and cleared for foreign countries, Nagasaki consular district, during 1900.

ENTERED.

Nationality.	Nagasaki.		Mojl.		Shimonoseki.		Kuchi-notsu.		Karatsu.		Misumi.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
STEAMERS.												
Japanese	402	550,601	662	877,353	181	74,280	94	147,068	38	36,244	12	15,098
Austrian	4	7,085	18	42,601	10	22,680	2	4,929	3	2,964		
Belgian					1	1,290						
British	222	581,532	118	229,666	340	759,252	41	88,550	11	18,744		
Chinese			4	4,610			1	826				
Danish					5	11,479						
Dutch			3	5,294	1	2,791	1	2,828				
French	53	112,849			5	10,767			1	2,086		
German	102	272,196	42	71,816	27	43,740	15	28,586	8	7,477		
Italian					2	5,055						
Korean	5	2,179	1	115	3	1,250						
Norwegian	23	26,575	47	59,894	19	35,902	21	40,648	3	3,424	1	994
Russian	151	301,259	10	10,571	11	17,719	2	2,475				
United States	25	71,892	9	9,989	13	23,342						
Total	987	1,926,167	914	1,311,909	618	1,009,547	177	315,910	64	70,938	13	16,092
SAILING VESSELS.												
Japanese	24	1,682	4	2,119	282	22,836	2	49	23	1,958		
Japanese (junk)	36	268	1	8	101	1,771	2	26	14	287		
British	16	25,520	1	480	3	2,087						
Danish	1	1,288										
French	1	1,572										
German	8	15,156										
Korean					1	4						
Russian	6	577										
United States	2	2,198	1	1,878								
Total	88	48,261	7	4,485	387	26,698	4	75	37	2,245		
Total entered.	1,075	1,974,428	921	1,316,394	1,005	1,036,245	181	315,985	101	73,183	13	16,092

Nationality.	Hakata.		Idzuhara.		Satsuma.		Shishimi.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
STEAMERS.										
Japanese	4	2,161	57	41,226	37	6,538			1,487	1,750,568
Austrian									37	80,259
Belgian									1	1,290
British									732	1,677,744
Chinese									5	5,436
Danish									5	11,479
Dutch									5	10,913
French									59	125,701
German									194	423,814
Italian									2	5,055
Korean									9	3,544
Norwegian									114	167,437
Russian									174	332,024
United States									47	105,223
Total	4	2,161	57	41,226	37	6,538			2,871	4,700,467
SAILING VESSELS.										
Japanese	8	701	16	664	17	821	8	232	384	31,062
Japanese (junk)	24	208	59	324	100	747	174	1,200	506	4,834
British									20	28,067
Danish									1	1,288
French									1	1,572
German									8	15,156
Korean			1	8	7	273			9	280
Russian									6	577
United States									3	4,076
Total	32	904	76	991	124	1,841	182	1,432	937	86,932
Total entered.	36	8,065	133	42,217	161	8,379	182	1,432	8,806	4,787,419

Merchant vessels entered from and cleared for foreign countries, Nagasaki consular district, during 1900—Continued.

CLEARED.

Nationality.	Nagasaki.		Mojl.		Shimonoseki.		Kuchinotsu.		Karatsu.		Misumi.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
STEAMERS.												
Japanese.....	397	535,747	671	884,947	182	73,996	98	154,663	37	32,426	12	15,096
Austrian.....	4	7,065	18	42,601	10	22,680	2	4,929	3	2,964		
Belgian.....					1	1,290						
British.....	222	563,694	119	231,174	336	750,626	41	88,550	11	18,744		
Chinese.....			4	4,610			1	828				
Danish.....					5	11,479						
Dutch.....			3	5,294	1	2,791	1	2,828				
French.....	58	112,849			5	10,767			1	2,085		
German.....	102	272,195	43	73,394	27	43,747	15	28,586	8	7,478		
Italian.....					2	5,055						
Korean.....	5	2,179	1	115	8	1,250						
Norwegian.....	22	25,786	46	58,674	19	35,902	21	40,648	3	3,424	1	994
Russian.....	146	299,028	10	10,571	13	18,384	2	2,475				
United States.....	25	71,892	9	9,989	13	23,342						
Total.....	976	1,910,455	924	1,821,369	617	1,001,301	181	323,505	63	67,121	13	16,092
SAILING VESSELS.												
Japanese.....	12	1,069	7	1,841	293	23,895	1	87	33	2,836		
Japanese (junk)...	5	75	2	176	118	1,799	1	19	11	312		
British.....	16	24,922	1	480	3	2,067						
Danish.....	1	1,288										
French.....	1	1,572										
German.....	8	15,156										
Korean.....												
Russian.....	6	577										
United States.....	2	2,198	1	1,878								
Total.....	51	46,857	11	4,375	414	27,781	2	106	44	3,148		
Total cleared.	1,027	1,957,312	935	1,825,744	1,031	1,029,082	183	323,611	107	70,269	13	16,092

Nationality.	Hakata.		Idzuhara.		Satsuma.		Shishimi.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
STEAMERS.										
Japanese.....	3	2,062	54	40,788	35	6,166			1,489	1,745,892
Austrian.....									37	80,259
Belgian.....									1	1,290
British.....									729	1,672,788
Chinese.....									5	5,436
Danish.....									5	11,479
Dutch.....									5	10,913
French.....									59	125,701
German.....									195	425,393
Italian.....									2	5,055
Korean.....									9	3,544
Norwegian.....									112	165,428
Russian.....									171	380,458
United States.....									47	105,223
Total.....	3	2,062	54	40,788	35	6,166			2,866	4,688,859
SAILING VESSELS.										
Japanese.....	6	420	15	829	8	310	14	408	389	31,690
Japanese (junk)...	23	167	60	282	86	621	225	1,448	531	4,889
British.....									20	27,499
Danish.....									1	1,288
French.....									1	1,572
German.....									8	15,156
Korean.....			1	3	7	273			8	276
Russian.....									6	577
United States.....									3	4,076
Total.....	29	577	76	1,114	101	1,204	239	1,851	967	87,013
Total cleared.	32	2,639	130	41,902	136	7,370	239	1,851	3,833	4,775,872

Amount and declared value of coal exported to foreign countries from the consular district of Nagasaki.

To—	1897.			1898.		
	Tons.	Value.		Tons.	Value.	
		Yen.	United States currency.		Yen.	United States currency.
Nagasaki.....	130,563	688,022	\$344,011.00	135,221	866,520	\$433,260.00
Ships' use.....	262,266	1,423,971	711,985.00	278,494	2,120,144	1,060,072.00
Shimonoseki.....	222,671	1,346,278	673,139.00	343,231	2,396,389	1,199,199.00
Ships' use.....	82,135	439,565	219,782.00	.....	.....	.....
Moji.....	523,306	3,003,667	1,501,683.00	788,027	5,458,871	2,726,936.00
Ships' use.....	66,219	366,545	183,272.00	.....	.....	.....
Kuchinotsu.....	229,021	1,141,459	570,729.00	370,732	2,469,021	1,234,510.00
Ships' use.....	28,586	145,474	72,737.00	.....	.....	.....
Karatsu.....	68,445	288,790	144,395.00	80,547	394,112	197,056.00
Ships' use.....	4,513	18,717	9,358.00	.....	.....	.....
Idzuhara.....	115	506	253.00	786	3,852	1,926.00
Hakata.....	42	252	126.00	3,792	22,997	11,496.00
Shishimi.....	35	113	56.00	17	37	18.00
Sasuna.....	10	35	17.00	93	465	232.00
Total.....	1,179,227	6,469,124	3,284,562.00	1,722,446	11,609,266	5,804,633.00
Total for ships' use.....	448,668	2,394,273	1,197,136.00	278,494	2,120,144	1,060,072.00
Grand total.....	1,622,895	8,863,398	4,481,699.00	2,000,940	13,729,411	6,864,705.00
Price per ton.....	.....	5	2.50	.....	6	3.00

To—	1899.			1900.		
	Tons.	Value.		Tons.	Value.	
		Yen.	United States currency.		Yen.	United States currency.
Nagasaki.....	98,936	533,992	\$266,996.00	108,427	606,225	\$303,112.00
Ships' use.....	244,064	1,921,948	960,974.00	271,344	2,092,829	1,046,414.00
Shimonoseki.....	523,985	3,109,890	1,554,945.00	668,107	3,552,172	1,776,086.00
Ships' use.....	65,180	354,485	177,242.00	349,766	2,018,067	1,089,083.00
Moji.....	785,294	4,244,047	2,122,023.00	849,563	4,437,897	2,218,948.00
Ships' use.....	46,932	237,255	118,627.00	100,085	572,436	286,218.00
Kuchinotsu.....	429,345	2,649,952	1,424,976.00	537,250	3,564,406	1,792,208.00
Ships' use.....	3,540	24,780	12,390.00	25,740	179,870	89,985.00
Karatsu.....	71,211	364,517	182,258.00	123,495	635,091	317,545.00
Idzuhara.....	360	1,238	619.00	355	1,402	701.00
Hakata.....	230	696	348.00	561	1,177	588.00
Ships' use.....	.....	.....	.....	3	13	6.00
Shishimi.....	62	175	87.00	328	375	187.00
Sasuna.....	96	537	268.00	349	1,046	523.00
Misumi.....	33,585	202,010	101,005.00	21,960	134,853	67,426.00
Ships' use.....	254	1,510	755.00	.....	.....	.....
Total.....	1,943,104	11,307,056	5,653,523.00	2,295,746	12,955,346	6,477,673.00
Total for ships' use.....	359,971	2,539,978	1,269,989.00	746,938	4,895,921	2,447,960.00
Grand total.....	2,303,075	13,847,035	6,923,517.00	3,042,684	17,851,268	8,925,634.00
Price per ton.....	.....	6	3.00	.....	5	2.50

SUPPLEMENTARY.

The total value of exports into Nagasaki during the year 1900 was 11,147,510 yen (\$5,551,460), being an increase of 38 per cent over that of the preceding year.

The total value of exports during 1900 was 6,939,119 yen (\$3,455,681), or an increase of 12 per cent.

The total value of imports into Nagasaki for the first six months of 1900 was 6,755,600 yen (\$3,364,289), and the value of the imports for the same period in 1901 was 7,160,960 yen (\$3,566,158), being an increase of 6 per cent.

The total value of imports into Nagasaki from the United States for

the first six months of 1900 was 1,394,899 yen (\$694,660), and the value of those for the same period in 1901 was 1,316,886 yen (\$655,809), showing a decrease of 6 per cent.

The total value of exports from Nagasaki for the first six months of 1900 was 3,111,171 yen (\$2,549,363), and for the same period in 1901, 2,072,416 yen (\$1,032,063), a decrease of 33 per cent.

The total value of imports to the United States and Philippine Islands for the first six months of 1900 was 351,033 yen (\$174,814), and the value for the same period of 1901 was 1,011,320 yen (\$503,637), being an increase of 188 per cent. Fully 80 per cent of the shipments for 1901 consisted of coal for the Philippine Islands.

FRED D. FISHER,
Vice-Consul, in Charge.

NAGASAKI, *October 18, 1901.*

OSAKA AND HIOGO.

Since the opening of this port, much of its commercial prosperity has been dependent upon the degree of activity prevailing in the large manufacturing city of Osaka, situated 20 miles distant from Kobe, the shipping point for this district.

At the outbreak of hostilities in China during the summer of 1900, the manufacturing interests of that city were in a highly prosperous condition, and its mill owners were in possession of a lucrative market for the exportation of their large surplus of cotton yarns and for many other of their various manufactures; but as soon as the trouble arose, it necessitated a very important suspension in the operation of the extensive cotton and other mills situated in that city, the natural result of which was that exports of cotton yarns to China during 1900 were but 54 per cent of the value sent the previous year.

Many of the mills failed, while others either shut down entirely or largely curtailed their hours of labor, and an unprecedentedly large quantity of raw cotton which had accumulated at this port suffered a decline in value fully equal to 30 per cent.

Fortunately, however, this extreme condition did not long continue. Mill owners, spurred by the necessities of the occasion, immediately sought and soon found new markets for a portion of their surplus products, and with the friendly aid of the Japanese Government, some of the factories which required financial assistance were tided over to the period when it became safe to partially resume commercial relations with China.

Since January 1, 1901, a few comparatively large transactions have taken place between the Osaka mills and Chinese buyers; and at this date, May 1, others have been entered into for quick shipment to Shanghai, Chefoo, Tientsin, Hongkong, and other Chinese ports. As a result, labor is now more steadily employed in nearly all the mills, and assisted by the limited shipments of late, the market value of cotton has entirely regained its normal condition.

But although there has been a favorable trade reaction from the Boxer movement in China, it must be noted that the conditions consequent upon a long-continued stringency of the money market yet obtain, and that commercial matters at this port are in a position anything but desirable, both for foreign and Japanese merchants; and

it may be said that business interests throughout all Japan are wrestling with the financial problem. Other causes have been at work, but it is thought that overimportations have very largely assisted in producing this result. The position of Japan, buying more than it sells, is in marked contrast with that of the United States, selling more than it buys, and it is thought by many of Japan's public men that financial conditions in this country will not materially improve until this policy is reversed.

Added to this, some of the Japanese chambers of commerce are demanding abrogation of the conventional tariffs, and a resolution of this nature was recently passed by the Kyoto chamber, calling for action by the Imperial Government. The tendency of such agitation is to still further unsettle and embarrass the operations of the mercantile classes throughout Japan, both foreign and native, while the actual revocation of the special tariffs would surely bring serious disorganization to many lines of trade.

The resort which has been had to increased taxation will no doubt provide a sufficient addition to the revenue for Government expenditure, but in regard to the welfare of the commercial classes, it seems certain that they must seek relief either in expanding their exports or restricting their imports.

The trade balance against Japan at the close of 1900, excluding the item of war ships, amounted to \$41,250,262, and was mainly in the traffic with the countries named below:

Balance of trade in favor of Japan.

China	\$951, 098	Denmark	\$4, 312
Korea	571, 521	Canada and British America.	1, 311, 729
Hongkong	14, 201, 765	Mexico	15, 164
France	5, 506, 193	Hawaii	642, 183
Italy	3, 326, 244	Russia	156, 421
Turkey	27, 348	Australia	37, 143

Balance of trade against Japan.

Great Britain	\$35, 046, 861	Philippine Islands	511, 530
United States	5, 077, 011	Siam	278, 809
British India	7, 376, 392	Belgium	3, 811, 066
Germany	12, 770, 753	Holland	343, 914
Switzerland	1, 441, 524	Sweden and Norway	162, 262
Russian Asia	1, 083, 184	Spain	27, 159
Dutch India	2, 159, 735	Portugal	4, 776
Anam and other French India	1, 751, 081	Peru	3, 613
		Egypt	592, 693

A trade balance has existed against Japan during the last five years. The balances shown below have accrued since Japan was placed upon a gold basis:

Growth of trade balance against Japan during the last four years

1897	\$27, 970, 516	1899	\$2, 725, 072
1898	55, 650, 705	1900	41, 250, 262

It must be said, however, in justification of Japan's policy of over-importation during the last five years, that there is something to show for the drain upon her treasury reserve. This is easily found in

the expansion of her internal improvements, railway systems, and manufacturing facilities, all of which have contributed to that rapid development which has so attracted the attention of the commercial world.

Although Japan has no financial investments in foreign countries from which to derive revenue, as have some other states, yet it must be noted that she has a considerable ocean-carrying trade with foreign ports, and that strictly speaking, the revenue derived therefrom should be placed against her excess of imports. This is not done in the Japanese customs returns, neither is it presumed that revenue from earnings abroad should be treated as an item for the reduction of the value of imports; but the fact remains that it would be entirely legitimate to so consider such revenue.

The old Japan had no commercial ambition, and therefore no use for overimportations, but new Japan demands the modern improvements of western nations. The necessity for their use preceded the ability of the Japanese people to pay for them, and Japan must rely, therefore, upon the successful operation of these improvements to discharge the liabilities incurred by their purchase.

As has often been pointed out, the proper development of the country requires the introduction of foreign capital; foreign investors are sought for to purchase from Japan her railway and other corporate bonds, interests in her steamship lines, manufactories, and various other enterprises. But as yet, the invitation has met with scanty response; fortunately, however, the Japanese people are now beginning to realize that the principal cause for this lies in the existence of a law by which the right to ownership of land in Japan is denied to foreigners.

This best of all securities is so far absolutely withheld. Several concessions have been granted with a view to modifying the situation, but they are considered vague and unsatisfactory. It is said that a superficies may now be created granting the use of land for any term of years, and that this may carry a stated rent or be paid up in advance for the term. The laws already passed which relate to superficieses imply this, but from the fact that an additional pronouncement is considered necessary, even by Japanese statesmen themselves, it may be said that no clear conclusion has yet been arrived at.

The law by which foreigners were forbidden ownership of land was founded on the prejudice of the people, and it was thought, during the days of Japan's isolation, quite necessary in order to safeguard their interests. The introduction of foreign capital was not then being sought, nor was it wanted; but now that the country is anxious for the full development of its resources and has entered into the family of nations, the case is far different. Foreign capital is much wanted in Japan, and high rates of interest are continually offered for it, but partially without avail. However, the situation warrants the conclusion that foreigners will ultimately be accorded the right to actually possess land in Japan, and when this is done, there will be no further need for superficieses or for the registration of land by juridical persons, surrounded by a multitude of partly misunderstood regulations.

As an illustration of the urgent demand for money, it may be stated that the native Japanese banks are prepared to pay, and do pay, rates of interest for money double those paid by foreign banks at this port. The leading Japanese banks here—one of which represents a paid-up

capital of 18,000,000 yen (\$8,964,000)—pay various rates of interest on deposits, ranging from 5½ to 6.2 per cent on daily balances, and on fixed deposits for six months, from 6½ to 8 per cent; and on account of these high rates a considerable number of foreigners stationed here occasionally deposit their savings in Japanese rather than foreign banks.

The large foreign banks pay a much less rate, not more than 2 per cent on daily balances, or 5 per cent on fixed deposits for one year. As a matter of course, this disparity of rates represents the relative need of money by the two classes of banks. Foreign merchants generally do their business through foreign banks, while Japanese merchants and manufacturers use the native banks; and it is necessary that the business of the latter should be confined to native banks, as foreign banks are not in so good a position to ascertain the responsibility and financial standing of Japanese customers. There being a great demand in this country for capital for the uses of the Japanese people, their banks are in a position to offer higher rates of interest. The Japanese borrower is therefore placed at a considerable disadvantage when compared with the foreign borrower at the open ports.

This place was opened to foreign trade in 1868, and is now the ranking port of the Empire, both in point of population and total trade. Its commercial ascendancy was gained during 1898, and from the fact that the chief manufacturing city of the Empire is included in this consular district, its lead as a port will probably be maintained.

The circumstances under which the opening took place thirty-three years ago were discouraging to the foreigners who proposed to locate here, and much credit is due to the persistence of the commercial pioneers who established the nucleus of a foreign trade which has gradually grown to an annual total of 207,000,000 yen (\$103,086,000).

The forebodings on part of the Japanese residents of Hiogo during the early days have long since passed away, and it is now recognized by all classes that the innovation came none too soon.

There is at this port both a foreign and a Japanese chamber of commerce, the relations between which are of the most friendly character, and fairly reflect the mutual cordiality felt by the two peoples.

This port will doubtless receive additional stimulus from the largely increased shipping facilities soon to be afforded by the immense steamers to be placed upon lines running from San Francisco, Tacoma, and Seattle, touching at Kobe; and these will tend to develop the new era for American commerce which is so rapidly opening throughout the Eastern world.

The extension of our trade at this port is in keeping with the pace set by American exporters wherever they have attempted to introduce their products.

It must be remembered, however, that this condition has not been obtained without much effort and persistence upon the part of our merchants and commercial bodies throughout the United States. During the last year, many trade inquiries have been answered by this office, some of which have involved considerable research, and numbers of persons representing our home producers have exploited the Eastern markets for business.

These methods had been followed by German traders long before our exporters turned their attention hither, and the consequence has been that the Germans have also obtained a lucrative field for their

exports; but it must be said of them and the Americans that the foothold they have recently gained in Eastern commerce has required a spirit of enterprise considerably in advance of the methods formerly employed.

The following table shows the trade of Japan with the countries named below for the years 1897 and 1900:

Trade with Japan of various countries during 1897 contrasted with that of 1900.

	Exports.		Imports.	
	1897.	1900.	1897.	1900.
Australia	\$983, 835	\$1, 260, 202	\$446, 781	\$1, 223, 059
Austria	128, 670	247, 608	42, 801	2, 242, 284
Belgium	54, 438	148, 256	1, 580, 283	8, 968, 729
British America	1, 023, 202	1, 444, 781	64, 306	157, 702
British India	2, 770, 340	4, 384, 751	14, 828, 415	11, 711, 148
China	10, 639, 882	15, 872, 048	14, 574, 392	14, 920, 450
Corea	2, 587, 894	4, 926, 708	4, 414, 452	4, 885, 199
Denmark	4, 894	9, 422	3, 926	5, 128
France	13, 056, 401	9, 516, 911	2, 563, 502	4, 081, 719
French India	17, 686	56, 978	4, 743, 726	1, 809, 057
Germany	1, 099, 178	1, 770, 697	9, 085, 354	14, 551, 450
Great Britain	4, 223, 635	5, 698, 972	82, 572, 321	85, 675, 834
Hawaii	261, 042	644, 807	706	2, 622
Holland	129, 990	59, 277	27, 988	408, 192
Hongkong	12, 644, 367	19, 510, 878	5, 989, 544	5, 806, 609
Italy	1, 484, 983	3, 550, 397	106, 707	224, 158
Peru	3, 671	1, 707	144	5, 321
Philippine Islands	93, 120	626, 049	1, 332, 300	1, 137, 579
Portugal	279	487	11, 964	5, 284
Russia	88, 454	810, 416	23, 872	158, 995
Russian Asia	928, 142	1, 768, 834	926, 109	2, 846, 919
Siam	11, 189	12, 741	598, 104	291, 570
Spain	15, 290	10, 212	46, 456	87, 271
Sweden and Norway	1, 416	2, 443	42, 470	164, 715
Switzerland	446, 729	58, 706	1, 272, 842	1, 600, 228
Turkey	16, 892	27, 562	4, 097	12
United States	26, 113, 330	26, 178, 066	13, 461, 209	31, 255, 075
Other countries	619, 696	602, 371	501, 813	5, 058, 189

During 1898, excessive importations were made at this port and elsewhere in Japan, in order to avoid the higher rates of duty to take effect the following year; and in consequence, the imports of 1899 not only did not maintain their normal ratio of increase, but were diminished by 18,000,000 yen (\$8,964,000). The imports at Kobe in 1900 were only \$323,450 less than the abnormal ones of 1898, and they would, no doubt, have greatly exceeded those of that year had it not been for nonimportations during the last half of 1900, particularly of cotton, which were caused by the outbreak in China.

The importations at Hiogo (Kobe) during the last four years were:

1897	\$55, 149, 421	1899	\$59, 904, 183
1898	68, 790, 297	1900	68, 467, 171

Commencing with 1899, the customs officials have added 15 per cent to the valuation of imports, in order to cover expenses incident to importation. This fact should be noted when comparison is made of valuations previous to 1899.

GROWTH OF TRADE IN JAPAN.

Taking into consideration the fact that the value of the Japanese yen fluctuated widely between the date of opening this port in 1868 and the establishment of the gold standard in 1897, and at certain periods was worth about double its present value, the first year's

imports at Osaka and Hiogo, in round figures, were but 10,000,000 yen (\$4,980,000). During 1900, they have amounted to 287,000,000 yen (\$142,926,000).

Japan's exports in 1868 were 15,000,000 yen (\$7,470,000), and during 1900, 204,000,000 yen (\$100,592,000). Japan's total trade in 1868 was 26,000,000 yen (\$12,948,000); during 1900, it was 491,000,000 yen (\$244,518,000).

During the year 1896 imports from the United States into Japan, in round figures, were only 16,000,000 yen (\$7,968,000); but in 1900, they reached 62,000,000 yen (\$30,876,000). The imports from Great Britain into Japan were 59,000,000 yen (\$29,382,000) in 1896, and 71,000,000 yen (\$35,358,000) in 1900. It is evident, therefore, that during the five years ended 1900, the United States has made the remarkable gain of 287 per cent in exports to Japan, against 20.3 per cent gain of Great Britain during the same period.

INCREASED COST OF LIVING.

No report upon general conditions in Japan would be complete unless there were included therein a statement showing the increased and increasing cost of living expenses.

Since the close of the China-Japan war, there has been a sharp upward tendency, not only in the prices of living commodities of all kinds and in house rents, but also in the cost of labor, both skilled and unskilled. It may therefore be seen that salaries based upon the conditions of six years ago are entirely inadequate at the present time.

Acting upon this, the Japanese judges recently made a most emphatic protest against the low salaries paid them, and the determined stand they took will probably soon result in procuring for them an increased stipend. The monthly pay of police officers and others in public positions has already been increased.

Japan can no longer be considered a country in which foreigners can live cheaply. There was such a time, but it antedates the war of six years ago; in fact, living expenses of both foreigners and Japanese have been advancing during the last dozen years. A conservative estimate shows that the cost of living in Japan has nearly doubled in recent times.

JAPANESE EMIGRATION TO THE UNITED STATES.

Until about June, 1900, emigration to the United States was at full tide from this port, but in consequence of the existence here of bubonic plague, emigration was then much diminished, and its volume has not since been increased. The Japanese authorities have discouraged emigration since June, 1900, and have restricted it to a limited number from each province.

Large numbers of Japanese emigrants have gone from Kobe to British Columbia since the above-mentioned date and it is said that at one period the congested condition of the Japanese labor market there threatened serious results.

There now again seems a great tendency toward emigration, especially to Hawaii, and it is reported that the authorities have agreed to remove restrictions at an early date.

OPERATION OF THE COURTS.

Two years have now elapsed since the operation of the new treaties, by which foreigners were brought under Japanese jurisdiction, and it may be said that decisions affecting resident foreigners rendered by the Japanese courts situated throughout this district have in the main given general satisfaction.

It must be remembered, too, that this change of sentiment upon the part of foreigners has taken place in the face of their emphatic protest, three years ago, against the operation of the new treaties without additional guaranties for their protection. It is fair to presume that the Japanese courts were established upon a better legal foundation than was supposed to exist.

Several important cases have been tried here in which the interest of foreigners was concerned, and much trepidation had been previously felt by them. Among these were lease cases, in which native landlords endeavored to oust the foreigner upon technicalities, but in every case, both in the lower and higher courts, the technicality has been ruled out in favor of the spirit of the law, even if against its letter.

The Japanese courts and other authorities at this port have been unremitting in their efforts to serve the interests of this consulate, and have given the consul especial assistance in connection with the few disturbances which have arisen between American sailors and others at this port.

KOBE HARBOR.

The important shipping interests at Kobe require much better facilities than exist. The harbor is a large one, entirely unprotected from the heavy gales to which it is so often subjected. The consequence is that even a moderately high wind generally prevents the proper handling of cargo, while a stiff breeze often entirely precludes communication with the shore. Much time therefore is lost by vessels and this in turn works great hindrance to the business interests of the port.

To remedy this, a great breakwater should be constructed, as at Yokohama. It is more required here than at the northern port. The harbor also needs dredging. Some official action has been taken in these matters, and a certain sum has already been granted by the Japanese Diet; but the appropriation is altogether inadequate even for a beginning. It will require an immense outlay to provide the facilities necessary for vessels using the port.

Meanwhile, important progress is being made at Osaka with the huge sum appropriated by public and private enterprise for the construction of a modern harbor, and this fact alone may soon compel the shipping interests at Kobe to proceed with work of similar character, if only as a means of commercial self-protection.

REAL ESTATE IN KOBE.

The financial depression in Japan does not seem to have unfavorably affected the value of Kobe real estate. City lots are yet held at fabulous prices; house rents are 50 per cent higher than four years ago, and Japanese landlords are kept busy contracting for foreign-built houses in order to supply the ever-increasing demand.

Before the operation of the new treaties, it was thought that when they went into effect there would be something of an exodus from the treaty ports to the interior; but instead of this, the resident foreigners have increased in numbers, much to the profit of the Japanese landlord.

Considerable tracts of building land in and about this city are held by wealthy Japanese at such high rates as to be practically unpurchasable. Building sites can occasionally be leased by foreigners for a term of years, provided they pay from 5 to 8 cents American gold per month per "tsubo" of 36 square feet; even then it is cheaper to build than to pay rent for a residence.

Lots are leased with privilege to remove buildings at expiration of lease, and lumber being expensive in Japan, such buildings are in demand for reerection elsewhere.

ROADMAKING IN KOBE.

It is evident to foreigners that roadmaking has not yet been reduced to a science, in this part of Japan at least.

There is now being built in Kobe a cheap imitation of the excellent roads which were laid down in the former foreign settlement by its common council previous to the operation of the new treaties.

These roads should have proved an object lesson; but although the natives are quick to absorb ideas and imitate the ways of foreigners in many other respects, this example has had no perceptible effect upon the roadmaking authorities in Kobe. Many miles of streets are now being covered with small, loose pebbles, thrown on earth prepared only by having been slightly worked with a pick. Most of the roads are left without any dirt whatever upon the stones, while in cases where there is such covering it is of the thinnest character possible.

The result of such roadmaking is that for a long time the streets are in a most undesirable condition, and travel over them, either on foot or by jinrikisha, one of the things to be avoided.

It is fortunate that in the construction of no other public work in Japan can there be found such a large degree of inefficiency as in roadmaking.

POPULATION OF KOBE (HIOGO).

Four years ago the population of Kobe barely reached 170,000; it is now 235,000. This rapid increase may be partly accounted for by the fact that the port is a healthy one, and that considerable internal development has recently taken place here, but the principal cause is its great commercial expansion.

The original intention was to make Osaka the shipping point for this district, but it was practically impossible to do so, on account of the heavy sand bars in the gulf, at the head of which that city is situated, and for the further reason that its natural harbor facilities were not adapted to large vessels. Kobe (Hiogo) was therefore selected, and there was found a long stretch of sandy plain wholly unoccupied, upon which, behind the magnificent bund facing the bay, has arisen the former Concession which constitutes a large portion of the city of Kobe. The ancient city of Hiogo is adjoining, but the port is generally known as Kobe.

There are now living at this port 1,200 foreigners, exclusive of

1,701 Chinese. The following table shows their nationality and the nationality of the foreign firms at this port:

Foreign population of Kobe.

Nationality.	Adults.		Children under 15 years of age.	Total residents.	Number of firms.
	Male.	Female.			
United States.....	82	49	48	179	26
Australian.....	3	1	4	4	.....
Austro-Hungarian.....	6	3	9	9	3
British.....	328	109	124	566	70
Burman.....	1	.....	.....	1	.....
Canadian.....	1	2	3	3	.....
Chinese.....	1,096	203	408	1,701	20
Korean.....	28	1	.....	29	.....
Danish.....	8	1	6	15	.....
Dutch.....	4	1	.....	5	1
French.....	38	18	11	67	12
German.....	132	30	26	188	30
Greek.....	1	.....	.....	1	.....
Indian.....	28	.....	.....	28	8
Italian.....	3	.....	1	4	2
Norwegian and Swedish.....	6	.....	2	8	.....
Persian.....	3	2	.....	5	.....
Portuguese.....	41	8	21	70	2
Russian.....	2	.....	1	3	1
Spanish.....	2	1	3	6	1
Swiss.....	7	.....	1	8	.....
Turkish.....	1	.....	.....	1	.....
Total.....	1,815	429	647	2,901	176

The above table does not include foreigners at Osaka in this consular district, 20 miles distant by rail or water. In that city are 117 foreigners, exclusive of 377 Chinese, mostly missionaries. Their nationality is as follows:

Foreign population of Osaka.

Nationality.	Adults.		Children.	Total residents.	Number of firms.
	Male.	Female.			
United States.....	12	19	18	49	1
British.....	13	19	12	44	1
Chinese.....	316	13	48	377	43
Korean.....	3	.....	1	4	.....
French.....	10	4	.....	14	.....
German.....	3	1	.....	4	.....
Swiss.....	2	.....	.....	2	1
Total.....	359	56	79	494	46

MANUFACTURES OF OSAKA.

Osaka is now a city of 800,000 inhabitants, and is Japan's greatest industrial center. The people and government of that city are hoping to make it a great commercial center as well, having for several years been engaged in constructing docking facilities sufficient to admit vessels of large draft.

The cotton-spinning mills at Osaka are its greatest industrial feature. There are numerous establishments, some of which are of large capacity.

The city is visited by many tourists, who come to see not only its manufactures, but its vast dimensions, its many beautiful bridges

spanning the river which divides the city, and its fortress and castle of feudal times. A list of Osaka's manufactures follows:

Acids and alkalis.	Cotton drills.	Papier-maché lacquer ware.
Antimony ware.	Cotton flannel.	Photographic apparatus.
Artificial flowers.	Cotton.	Porcelain ware.
Artificial fruit.	Cotton spinning.	Printing ink.
Asbestos.	Crucibles.	Ropes and cords.
Bamboo ware.	Cutlery.	Rugs and carpets.
Beverages and canned goods.	Dyeing.	Safes.
Brewery.	Electrical apparatus.	Sake.
Blankets.	Electric-light supplies.	Satchels and trunks.
Blinds.	Envelopes.	Scales.
Bobbins.	Fans.	Ships.
Boots and shoes.	Felt hats.	Shirt weaving.
Brass plate and ware.	Flax and lee spinning.	Soap and perfume.
Bricks.	Glass.	Soy.
Bronze ware.	Glue.	Straw braid.
Brushes.	Hardware.	Straw hats.
Burners, lamp.	Hats and caps.	Surgical and physical instruments.
Buttons.	Hollow ware.	Tar.
Camphor and camphor oil.	Horn and bone ware.	Tinware.
Candles.	Household furniture.	Toys.
Cars, railway.	Ice.	Umbrellas.
Celluloid.	Jinrikishas.	Varnish.
Cement.	Lacquer.	Watches and clocks.
Chemicals and drugs.	Leather belts.	Vegetable wax.
Cigarettes.	Looking-glasses.	Wax vests.
Condensed milk.	Manure, artificial.	Wooden ware.
Coke.	Matches.	Woolen goods.
Copper refineries.	Musical instruments.	
Coral, ivory, and tortoise-shell ware.	Muslin.	
	Oil, vegetable.	
	Paper.	

DIRECT FOREIGN TRADE BY JAPANESE MERCHANTS.

Japanese merchants are commercially ambitious, and are succeeding in their efforts to hold the foreign trade of the country. Their activity in that direction is especially noticeable at this port. During 1900, the total trade done here by Japanese merchants amounted to \$46,531,666, of which sum \$15,770,041 was exports and \$30,761,625 was imports; and during the same time, the total foreign trade of foreign merchants at this port was \$65,969,575, of which \$23,412,793 was exports and \$42,556,782 was imports.

It will be seen therefore that Japanese merchants did 41.3 per cent of the total trade at this port last year, and that foreign merchants did 58.7 per cent of it. The customs returns of 1896 show that Japanese merchants at this port did but 30.7 per cent of that year's foreign trade, against 69.3 per cent by foreign merchants. Otherwise stated, the Japanese merchants have made a gain of 10.6 per cent during the last five years.

The customs returns also show that in 1896 the total foreign trade of Japanese merchants in all Japan was but 29.6 per cent, against 70.4 per cent by foreign merchants. They also show that during 1900 the total foreign trade done by Japanese merchants in all Japan was 38.5 per cent of the whole, against 61.5 per cent done by foreigners; in other words, Japanese merchants have made a gain in Japan of 8.9 per cent during the last five years, while the trade of foreign merchants has declined to the same extent.

The table below gives the imports at this port during 1898 and 1900, shows the trade done by Japanese and foreigners.

Imports of foreign and Japanese merchants, 1898 and 1900.

Country.	1898.		1900.	
	Japanese.	Foreigners.	Japanese.	Foreigners.
United States	\$8,701,521	\$11,219,025	\$14,460,377	\$16,794,699
Great Britain	12,269,028	18,969,348	12,926,811	22,749,022
Germany	2,522,827	10,231,432	4,213,111	10,328,387
Belgium	520,977	1,828,741	1,491,658	2,466,859
France	521,365	2,848,966	1,070,166	2,961,562
Australia	524,925	173,986	1,929,593	2,293,464
Austria	173,577	126,902	509,618	1,732,715
China	2,511,650	12,689,232	5,461,618	9,458,931
British India	12,502,150	7,768,444	5,072,073	6,639,069
Korea	2,378,589	9,885	4,329,465	55,733
Russian Asia	271,128	572,570	1,326,821	1,320,250
Dutch India	164,973	661,510	1,339,112	1,009,812
Hongkong	415,501	7,504,923	919,611	4,389,547

Percentages of exports and imports of the United States and European countries as they relate to Japan.

EXPORTS.

Country.	1899.		1900.			
	Percent- age of exports to Japan.	Value of exports.	Percent- age of exports to Japan.	Value of exports.	Gain over 1899.	Total trade.
Great Britain	20.84	\$22,328,825	24.98	\$35,747,492	4.59	\$41,356,468
United States	17.36	19,051,517	21.81	31,259,576	4.45	57,437,641
Germany	7.98	8,771,369	10.16	14,541,450	2.18	16,312,147
France	2.61	2,872,554	2.81	4,028,719	.20	18,565,631
Belgium	2.45	2,697,115	2.76	8,958,739	.81	4,106,398
Austria .....	.57	624,059	1.56	2,242,235	.99	2,489,838
Switzerland .....	.77	834,983	1.45	1,500,228	.68	1,568,983

IMPORTS.

Country.	1899.		1900.		
	Percentage of imports from Japan.	Value of imports.	Percentage of imports from Japan.	Value of imports.	Gain (+) or loss (-).
Great Britain	5.33	\$5,612,845	5.69	\$5,608,976	+0.36
United States	30.22	31,831,796	28.54	26,178,065	-3.68
Germany	1.81	1,906,056	1.79	1,770,697	-.02
France	13.45	14,165,424	9.67	9,536,912	-3.78
Belgium .....	.16	165,046	.15	147,664	-.01
Austria .....	.32	335,916	.25	247,608	-.07
Switzerland .....	.05	54,857	.06	58,705	+ .01

In regard to United States exports to Japan last year, it is found that a gain of 28.29 per cent was made over those of 1899, against Great Britain's gain of 24.65 per cent during the same period, and as American cotton is now being imported so largely into Japan, it is probable that, in the near future, the value of imports from the United States will exceed those from Great Britain.

Japan's Asiatic imports of 1900 constituted about 34.52 per cent of the total, the items of largest valuation being cotton from British India and China; sugar from Hongkong, China, Dutch India, and the

Philippines; rice from Korea, Anam, and other French India; oil cake from China and Russian Asia; beans and soja from Korea and China; kerosene oil and salt fish from Russian Asia; indigo from British and Dutch India, and eggs from China.

Percentages of exports and imports of the United States and European countries as they relate to the ports of Osaka and Hiogo.

EXPORTS.

Country.	1899.		1900.			
	Percentage of exports to Osaka and Hiogo.	Value of exports.	Percentage of exports to Osaka and Hiogo.	Value of exports.	Gain over 1899.	Total trade.
United States	20.34	\$12,834,950	25.51	\$18,701,922	5.17	\$24,904,250
Great Britain	13.27	8,371,579	19.68	14,424,634	6.41	17,125,170
Germany	5.70	3,598,233	8.41	6,163,432	2.71	6,513,416
France	2.28	1,443,597	2.96	2,183,739	.70	2,631,977
Belgium	1.62	1,146,403	2.18	1,600,759	.86	1,622,149
Austria .....	.45	287,521	1.55	1,134,763	1.10	1,259,037
Switzerland .....	.78	494,448	.89	649,226	.11	649,226

IMPORTS.

Country.	1899.		1900.		
	Percentage of imports from Osaka and Hiogo.	Value of imports.	Percentage of imports from Osaka and Hiogo.	Value of imports.	Gain (+) or loss (-).
United States	13.13	\$5,354,707	15.82	\$6,202,323	+2.69
Great Britain	6.91	2,820,174	6.39	2,700,536	— .52
Germany	1.73	707,066	.06	349,964	—1.65
France	1.20	492,178	1.14	445,238	— .06
Belgium .....	.27	110,834	.005	21,370	— .265
Austria .....	.20	85,020	.08	124,274	— .17
Switzerland .....	.001	640	.....	.....	— .001

Chief articles showing increase in Osaka and Hiogo.

Articles.	1899.	1900.
Cotton Italians	\$337,075	\$1,302,937
Sugar (refined)	1,733,744	2,639,354
Mousselines (de laine)	1,457,330	2,350,964
Kerosene oil	1,613,614	2,759,667
Paper and stationery	634,065	1,217,892
Flour and provisions	680,714	1,174,141
Cotton yarns	789,243	1,112,236
Cotton prints	485,624	670,339
Cotton gray shirtings	639,146	1,035,149
Iron (bars)	557,640	1,152,770

Chief articles showing decrease in Osaka and Hiogo.

Articles.	1899.	1900.
Cotton (ginned)	\$26,465,230	\$25,507,823
Tobacco, raw and manufactured	2,124,072	250,366
Beans	2,580,759	773,730
Rice	1,738,556	1,214,749
Bean cake	1,699,622	1,118,293

Total value of imports into and exports from Kobe and Osaka, by countries.

	Imports.			Exports.		
	1898.	1899.	1900.	1898.	1899.	1900.
ASIA.						
Hongkong.....	\$2,785,655	\$1,497,223	\$1,545,519	\$9,349,684	\$10,691,463	\$10,624,524
China.....	8,332,633	8,010,775	9,090,656	9,882,257	14,281,770	10,635,558
Korea.....	1,000,313	1,502,679	2,958,725	2,064,953	3,112,875	4,090,644
British India.....	15,360,789	18,688,860	9,540,759	953,713	920,261	1,335,584
Russian Asia.....	139,562	309,585	312,886	394,420	421,856	683,584
Philippine Islands.....	457,467	338,416	445,608	11,561	41,225	180,905
Dutch India.....	446,271	332,333	510,727	6,193	9,039	14,754
Anam and other French India.....	7,964,930	1,711,574	908,969	9,874	4,147	16,515
Siam.....	1,756,967	331,989	214,005	890	1,731	9,851
EUROPE.						
France.....	1,744,794	1,443,597	2,183,739	314,924	492,178	448,238
Great Britain.....	11,167,236	8,371,579	14,424,634	1,747,376	2,820,174	2,700,536
Italy.....	64,519	57,030	62,860	18,688	67,977	126,572
Germany.....	5,689,335	3,598,283	6,163,432	274,794	707,056	349,984
Russia.....	9,200	2,088	14,411	8,790	41,168	9,560
Austria.....	141,332	287,521	1,134,783	25,941	85,020	124,274
Belgium.....	868,094	1,146,403	1,600,759	27,613	110,534	21,370
Holland.....	83,005	359,641	140,292	91,134	92,659	30,860
Switzerland.....	564,724	494,448	649,226	931	640	.....
Turkey.....	7,868	11,860	.....	10,412	28,755	13,415
Spain.....	33,194	20,197	14,852	9,414	19,850	5,783
Denmark.....	1,690	817	39	180	2,282	1,598
Sweden and Norway.....	52,298	87,959	105,841	2,796	2,633	1,217
Portugal.....	2,110	14,143	467	426	.....	437
AMERICA.						
United States.....	11,381,086	12,834,949	13,701,922	4,853,642	5,354,707	6,202,828
Canada and other British America.....	9,499	66,094	21,554	248,715	310,915	414,554
Mexico.....	.....	.....	322	1,241	1,217	82
Peru.....	1,402	963	5,319	.....	343	.....
ALL OTHER.						
Australia.....	202,965	241,987	383,980	710,436	677,773	675,432
Hawaii.....	10,268	289,181	57	123,126	307,240	328,601
Egypt.....	157,454	622	533,180	45,772	134,703	43,125
Other countries.....	457,681	1,016,793	1,545,872	13,718	26,455	33,015
Unknown.....	49,469	76,719	88,225	257	398	.....
Total.....	70,415,172	63,089,100	73,297,661	31,238,721	40,766,239	39,182,960

TOTAL TRADE.

1898.....	\$101,653,893
1899.....	103,855,339
1900.....	112,480,621

Table showing gain of certain United States exports to Japan.

Articles.	1899.	1900.	Articles.	1899.	1900.
Clocks.....	\$11,129	\$14,933	Logwood extract.....	.....	\$181
Electric-light apparatus.....	129,707	238,051	Paint in oil.....	\$149	566
Fire engines and pumps.....	29,495	36,680	Paints for vessels' base.....	5,730	9,919
Farmers and mechanics' tools.....	34,446	53,838	Wheat.....	7,319	199,613
Photographic apparatus.....	8,065	13,325	Hides, raw.....	2,157	6,032
Mining machinery.....	12,004	15,818	Sole leather.....	170,313	339,865
Paper-making machinery.....	16,198	162,596	Leather, other.....	52,249	92,556
Weaving machinery.....	1,151	.....	Iron, bar and rod.....	11,123	27,282
Sewing machinery.....	5,418	22,320	Railway iron.....	114,298	1,574,377
Steam boilers and engines.....	22,395	140,067	Fittings of rails.....	11,095	246,302
Telephones.....	51,567	54,056	Iron, plate and sheet.....	14,821	30,102
Watch cases and accessories.....	33,392	148,552	Iron, corrugated and galvanized sheet.....	.....	742
Watch movements.....	16,421	89,256	Iron pipes and tubes.....	129,717	667,830
Condensed milk.....	83,885	116,238	Iron wire and small rod.....	22,253	28,440
Flour.....	664,170	1,844,273	Telegraph wire.....	101,067	216,622
Hats, caps, and bonnets.....	2,896	4,518	Materials for bridges and buildings.....	22,010	575,960
Soda, caustic.....	2,273	3,296	Brass tubes.....	18,654	39,722
Indigo, dry.....	387	2,232			

Table showing gain of certain United States exports to Japan—Continued.

Articles.	1899.	1900.	Articles.	1899.	1900.
Lead, pig, ingot, and slab.....	\$28, 378	\$91, 045	Wine, in casks.....	\$12, 822	\$25, 742
Mercury.....	29, 397	55, 291	Celluloid.....	17, 921	22, 254
Kerosene oil, in cans.....	2, 704, 900	5, 365, 340	Portland cement.....	79	118
Linseed oil.....	140, 733	8, 965	Phosphatic manure.....	125, 974	178, 540
Lubricating oil.....	138, 279	306, 530	Pulp.....	3, 912	6, 093
Paraffin wax.....	1, 437	2, 797	Timber, lumber, and planks.....	115, 612	181, 236
Fancy glazed paper.....	1, 554	3, 063	Belting and hose.....	29, 066	44, 361
Packing paper.....	54, 482	96, 261	Caoutchouc, manufactures of.....	7, 097	7, 197
Printing paper.....	15, 211	30, 939	Cardboard.....	69, 174	114, 987
Pencils.....	1, 762	4, 808	Bicycles and tricycles.....	107, 568	264, 081
Sugar, refined.....	2, 205, 496	13, 451, 047	Railway passenger cars.....	2, 785	25, 481
Raw cotton, ginned.....	.....	520	Railway freight cars.....	25, 845	45, 756
Cotton velvets.....	.....	1, 422	Electric-light wire.....	54, 120	68, 815
Unbleached muslins.....	8, 879	7, 321	Submarine telegraph cables and underground telegraph lines or cables.....	12, 422	44, 136
Bleached muslins.....	131	587			
Blankets.....					

Table showing loss of certain United States exports to Japan.

Articles.	1899.	1900.	Articles.	1899.	1900.
Locomotive engines.....	\$440, 031	\$169, 742	Iron screws.....	\$9, 299	\$7, 284
Turning lathes.....	14, 014	12, 495	Steel, other than mild.....	15, 068	8, 207
Watches.....	18, 016	7, 220	Copper tubes.....	21, 942	17, 257
Acid, salicylic.....	595	76	Kerosene oil, in bulk.....	2, 587	667
Alcohol.....	119, 798	17, 642	Cotton flannels.....	4, 780	.....
Glycerin.....	4, 667	.....	Wool.....	11, 902	.....
Beans, peas, and pulse.....	2, 867	586	Cigarettes.....	208, 145	15, 662
Iron, pig and ingot.....	81, 135	110	Leaf tobacco.....	2, 409, 788	226, 154
Iron nails.....	745, 784	708, 482	Malt.....	12, 679	12, 556

It will be seen by the foregoing tables that of 80 leading articles of export from the United States to Japan, a gain was made during 1900 in 62.

Growth of United States trade with Japan.

Year.	Imported from United States.	Exported to United States.
1897.....	\$13, 461, 206	\$26, 113, 829
1898.....	19, 921, 095	23, 560, 955
1899.....	19, 081, 515	31, 832, 797
1900.....	31, 256, 076	26, 173, 065

The very considerable trade balance of over \$5,000,000, due the United States last year, may be credited to its largely increased shipments of raw cotton.

Growth of United States trade with Osaka and Hiogo.

Year.	Imported from United States.	Exported to United States.
1897.....	\$6, 745, 578	\$4, 284, 043
1898.....	11, 879, 358	4, 858, 642
1899.....	12, 319, 523	5, 352, 508
1900.....	18, 711, 320	6, 202, 328

As already noted, the total value of imports from the United States into Hiogo (Kobe) last year was considerably lessened during the last six months by the meager demand for raw cotton.

This is by far the most important item of export from our country to this port and to Japan, and its curtailment during the latter half of 1900 might reasonably have been expected to lessen the total value of our shipments to Kobe. But although this export was thus curtailed, the value of our general exports here was greatly increased last year, having been about 46 per cent larger than during the year before.

United States exports to and imports from this port during the years named were:

	1897.	1898.	1899.	1900.
Imports from United States.....	\$6,764,450	\$4,853,642	\$12,819,633	\$18,701,820
Exports to United States.....	4,218,409	11,879,358	5,352,499	6,202,227

Values of chief imports from the United States into Japan during 1899-1900, compared with values of such imports from chief competing countries.

Articles and countries of origin.	1899.	1900.	Articles and countries of origin.	1899.	1900.
Alcohol:			Materials for bridges and buildings:		
United States.....	\$119,800	\$17,643	United States.....	\$22,011	\$576,962
Germany.....	880,892	33,483	Germany.....	53,315	154,332
Bicycles and tricycles:			Great Britain.....	28,192	204,044
United States.....	107,583	254,030	Mercury:		
Great Britain.....	2,123	4,433	United States.....	29,396	55,291
Cardboard:			Great Britain.....	782,443	73,080
United States.....	69,177	114,789	Nails:		
Germany.....	32,973	45,716	United States.....	745,786	708,483
Cigarettes:			Germany.....	327,345	310,510
United States.....	208,147	15,663	Oil, kerosene:		
Great Britain.....	142,671	20,145	United States.....	2,707,449	5,388,247
Condensed milk:			Russian Asia.....	1,207,870	1,201,185
United States.....	83,886	115,989	Oil, lubricating:		
Great Britain.....	69,948	157,797	United States.....	140,733	306,531
Cotton, ginned:			Germany.....	1,321	1,331
United States.....	8,205,497	13,451,047	Paraffin wax:		
British India.....	19,504,667	8,812,673	United States.....	138,281	229,649
Electric-light apparatus:			Great Britain.....	4,551	33,171
United States.....	129,708	238,151	Paper, printing:		
Great Britain.....	55,968	56,891	United States.....	53,982	96,363
Fire engines and pumps:			Great Britain.....	135,624	392,977
United States.....	29,496	36,681	Belgium.....	77,040	175,179
Great Britain.....	74,343	110,400	Phosphatic manure:		
Flour:			United States.....	125,976	173,541
United States.....	664,172	1,844,274	Germany.....	48,786	8,101
British America.....	7,358	20,605	Great Britain.....	20,418	5,785
Iron pipes and tubes:			Rails:		
United States.....	129,719	667,330	United States.....	114,300	1,574,377
Great Britain.....	277,610	591,035	Great Britain.....	85,518	451,072
Leather, sole:			Belgium.....	12,026	61,739
United States.....	170,316	389,867	Telegraph wire:		
British India.....	81,873	49,880	United States.....	101,069	216,622
Leather, other:			Germany.....	110,796	161,796
United States.....	52,249	92,558	Timber, lumber, and planks:		
British India.....	120,331	275,025	United States.....	115,613	181,239
Great Britain.....	46,927	83,742	Siam.....	1,664	82,283
Locomotives:			China.....	53,122	79,502
United States.....	440,033	169,744	Tobacco, leaf:		
Great Britain.....	485,082	360,178	United States.....	2,409,785	226,155
			China.....	110,960	.....

Japan's chief imports, with Kobe's share.

Articles.	Japan's imports.	Kobe's imports.	Articles.	Japan's imports.	Kobe's imports.
Cotton, raw.....	\$29,133,000	\$25,307,828	Paper, printing.....	\$1,014,850	\$406,178
Sugar.....	13,250,052	3,419,571	Cotton prints.....	997,361	670,338
Kerosene oil.....	7,063,000	2,759,666	Materials for bridges and buildings.....	936,396	584,578
Iron, bar and rod, plate and sheet.....	5,161,193	2,392,741	Woolen and worsted yarns.....	896,670	241,044
Rice.....	4,492,726	1,214,363	Flax, hemp, jute, and China grass.....	846,804	364,020
Mousseline de laine.....	3,667,765	2,350,963	Cotton flannels.....	754,673	378,213
Cotton yarns.....	3,507,437	1,112,296	Aniline dyes.....	661,719	372,398
Machinery of all kinds.....	3,062,985	1,327,602	Bleached muslins (white shirtings).....	656,920	261,172
Oil cake.....	2,836,834	1,122,256	Galvanized sheets.....	659,011	263,196
Unbleached muslins (gray shirtings).....	2,767,886	1,033,148	Submarine telegraph cables and underground lines.....	624,199	75,452
Rails.....	2,367,179	440,156	Eggs, fresh.....	619,046	291,939
Beans.....	2,203,689	715,219	Woolen and worsted tissues.....	561,018	146,673
Wool.....	1,952,007	271,945	Serges.....	578,885	245,533
Indigo (dry).....	1,943,475	699,916	Italian cloth.....	568,128	183,331
Flour.....	1,933,494	562,969	Wire and small rod (iron).....	552,188	148,966
Cotton satins.....	1,823,993	1,302,937	Leather, other than sole.....	543,389	222,823
Pipes and tubes.....	1,434,584	349,284	Telegraph wire.....	547,787	151,226
Woolen and worsted cloths.....	1,478,941	468,121	Locomotive engines and parts.....	542,426	209,396
Steam vessels.....	1,318,771	298,697			
Cloths, partly wool.....	1,212,011	526,163			
Fish, salted.....	1,068,034	1,056			
Nails.....	1,066,169	586,067			
Coal.....	1,045,826	42,398			

REVIEW OF IMPORTS.

RAW COTTON.

During 1900, raw cotton constituted 29 per cent of Japan's total imports and was valued at \$29,133,001. Of this import, Osaka and Hiogo received to the value of \$25,309,119, being 86 per cent of the total. During 1899, the total importation of cotton into Japan amounted to \$30,560,146, of which there was landed at this port \$26,467,208 worth, also being 86 per cent of the total.

During 1899, the United States sent to Japan raw cotton valued at \$8,205,496, and the export was increased in 1900 to \$13,451,047, being a gain of 60 per cent, and this gain would have been much greater had importation not been suddenly checked during the last half of the year in consequence of the insurrection in China.

The importation of cotton into Japan from the United States during the seven months ended with January, 1901, in consequence of the Chinese troubles, amounted to but 5,520,865 pounds, against 93,037,286 pounds in the corresponding months of the preceding year. The value of this export was curtailed during those months to the extent of more than \$6,000,000. Had not the Chinese trouble ruined the Japanese market there, the exportation of cotton from the United States to Japan during 1900 would probably have been more than double that of the preceding year.

The principal cause of the increased imports of cotton from the United States last year was the disastrous failure of the cotton crop in British India. This deficit was, however, partly offset by a larger importation from China, which last year sent to Japan raw cotton valued at \$5,954,005, against \$2,166,373 the year before.

There is another but not so important a cause for the demand for American cotton in this country; and it is found in the fact that there is an increased call for the finer counts of yarn, which can best be produced from American cotton. The fiber of Indian cotton is not

nearly so fine as that of the American product, and in using Indian cotton, even for the lesser counts, it is found profitable to mix American cotton with it in order to gain a good fiber, and a considerably larger yield of cotton yarn is thereby obtained.

When not proportionately higher in price, the Japanese mill owners prefer to use American cotton alone. This country is therefore much interested in the development of plans in the United States for the quicker and cheaper transportation here of its great staple.

Growth of cotton importation in Japan.

Country.	1898.		1899.		1900.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
United States	101, 876, 306	\$7, 346, 098	112, 519, 616	\$8, 205, 496	147, 205, 681	\$13, 451, 047
British India	185, 995, 204	12, 342, 635	291, 594, 592	19, 504, 665	97, 764, 576	8, 812, 673
China	26, 565, 499	2, 444, 715	30, 045, 814	2, 166, 378	72, 592, 618	5, 954, 005
Egypt	1, 597, 942	172, 556	4, 566, 173	464, 498	5, 987, 918	780, 377
French India	4, 118, 802	298, 210	3, 053, 816	208, 969	2, 334, 477	180, 402
Siam	26, 059	1, 770	138, 100	9, 012	52, 382	3, 768
Australia	26, 965	1, 762				
Dutch India			15, 741	1, 107		
Other countries	126, 724	11, 661	396	25	6, 878	728
Total	330, 335, 833	22, 614, 407	441, 984, 252	30, 560, 145	325, 894, 528	29, 183, 000

KEROSENE OIL.

Next to cotton, kerosene oil is the largest item of export from the United States to Japan.

The total import into this country last year was \$7,053,000, and of this valuation Kobe took \$2,759,665 worth. The United States sends Japan 91 per cent of the value received in cans, Russian Asia being its only competitor. The latter-named country sends here the most that is received in bulk, and Dutch India follows, while comparatively none is sent in bulk from the United States.

Although there have been great finds of oil in this country recently, the import of that article has nearly doubled during the last year. Owing to its cheapness, the use of native oils is also greatly increasing. There has been agitation of late in favor of a higher duty on imported kerosene oil, presumably with a view to still further widen the difference in cost between that and the native oils; but the burden of a further tax would fall principally upon the poorer classes, and for that reason it is thought none will be imposed.

An important feature of the largely increased imports of kerosene oil into Japan during 1900 was its increased cost per gallon, being 20.87 sen (10.39 cents) last year against 15.10 sen (7.51 cents) the year before.

Imports of kerosene oil at Kobe.

IN CANS.	
From United States	\$2, 473, 438
From Russian Asia	49, 538
Total	2, 522, 976
IN BULK.	
From Russian Asia	236, 021
From United States	667
Total	236, 688

LUBRICATING OIL.

This is a growing import, \$311,164 worth having entered Japan last year, against \$144,118 the preceding year.

The United States holds a monopoly of this trade, not more than 1 per cent of the import coming from all other countries combined.

There was received at this port last year lubricating oil valued at \$169,801, being somewhat over half of the total import into Japan.

FLOUR.

Twenty-nine per cent of the flour imported into Japan enters at this port, and the United States practically furnishes all of that commodity which comes to this country.

If it may be said that an almost inexhaustible supply of flour can be produced upon our Pacific coast, it may also be said that with their growing population and increasing use of this article, there may arise upon the part of the Japanese an almost inexhaustible demand for this product. Japan is necessarily devoted largely to the raising of produce other than wheat, and as nine-tenths of the arable land is now under cultivation, it is evident that there is but little room left for that cereal.

The quantity of flour imported here at present is looked upon as only the beginning of the vast amount which will soon be necessary; and if this is true, it will prove fortunate for our country that its huge granary is accessible to such a good market.

The following table shows the total importation of flour into Japan during the last three years:

Japan's importation of flour.

Country.	1898.	1899.	1900.
United States.....	\$965,721	\$664,171	\$1,844,274
Australia.....	468	5,880	63,625
British America.....	13,753	7,356	20,604
Austria.....	.....	1,086	2,820
Great Britain.....	4,869	1	1,757
Other countries.....	2,351	4,243	413
Total.....	1,007,162	682,687	1,933,493

DAIRY PRODUCTS.

Very poor butter is constantly on the market in Kobe, and much inferior butter is necessarily used here. The principal causes for this are the irregular shipments of butter, and the fact that sufficient care is not taken by exporters to send none but the best quality. The demand is for frequent shipments of the grade and quality only which the market will quickly absorb.

The recent action of the Agricultural Department at Washington in attempting to connect American exporters of dairy products with Eastern markets is viewed at this port, especially by foreigners, with much satisfaction.

The Department's agent spent several days at Kobe studying the condition of the market for butter and cheese, and established an agency

here which will undoubtedly have the effect of introducing those products permanently, provided the best quality only is sent, and at proper intervals.

Canadian Government butter, of a very fine quality, was introduced at this port about two years ago, but after a short time, the quality was cut and the market lost. Had only the quality first introduced been sent, a permanent market for it would doubtless have been created at good prices. Foreigners here are much more particular in regard to quality than cost. Butter necessarily deteriorates in crossing the Pacific, and for that reason, it should be of high grade when shipped.

The native demand in Japan for butter is of course a very limited one as yet, but it is increasing. The Japanese people generally do not use butter, but there are many exceptions, and it is noted that the employment of this article of food has been commenced by the well-to-do classes. The inference is that the practice will gradually travel downward to the masses.

Butter for Japanese use should be packed mostly in half-pound tins, that size being much preferred. Other countries are doing this, and increasing their sales here. Another point for consideration is the fact that butter makers of other countries seem to exercise more care in sealing their packages. It is no unusual occurrence, on opening a can of American butter, to find the paper covering discolored and somewhat rusty, showing that the can had not been perfectly sealed. This is rarely the case with French and Australian butter received here.

Considerable of the tinned butter from France comes unsalted.

Foreign countries seem to be expecting that a good market will yet be created in Japan for butter, as no less than twelve of them were exporters hither last year. This will certainly be the case, if even a moderate proportion of the 45,000,000 of Japanese should finally adopt the habit of butter eating to the extent that they have already followed other Western practices. The land in Japan is needed for other purposes than the raising and maintenance of cattle.

The value of butter imported into Japan during the year 1900 was \$54,289, and of this amount \$26,335 came from the United States; \$11,619 came through this port, and of this \$4,326 worth came from our country.

Butter imported into Japan during 1900.

United States	\$26,335	Great Britain	\$576
France	10,874	Italy	360
Australia	5,353	China	170
Germany	3,875	Austria	136
Canada and other British America	3,095	Russia	71
Denmark	2,528		
Holland	916	Total	54,289

The importation of cheese into Japan during 1900 was valued at \$14,166, and of that amount there came through this port \$2,773 worth.

As may be seen by the following table, the main portion of this import comes from the United States, and most of it is no doubt consumed by foreigners in Japan. A market for butter will be created among the Japanese people sooner than for cheese.

Importations of cheese into Japan during 1900.

United States	\$8,285	Germany	\$248
France	1,852	Italy	90
Holland	1,224	Belgium	33
Australia	716	China	5
British America	700	British India	4
Switzerland	588		
Great Britain	421	Total	14,166

The trade in condensed milk is growing faster than in any dairy product. The total received into Japan during 1900 was valued at \$330,510. Unlike butter and cheese, condensed milk is now generally found in nearly all of the Japanese shops, and takes the place of milk in most cases where the latter is required. The "Eagle" brand is popular, and has been counterfeited in Japan. Condensed milk is retailed at about the same rates as in our country.

There was received at this port last year a quantity valued at \$146,223. Great Britain is the largest exporter of condensed milk to Japan this year, and the United States does not lead in that export as heretofore. This is surprising, especially as condensed milk is destined to become a very large item of export to Japan. Its value is already more than six times that of the butter import.

Importations of condensed milk into Japan during 1900.

Great Britain	\$157,795	Germany	\$5,061
United States	116,238	France	1,818
Switzerland	37,056	Australia	137
Sweden and Norway	6,251		
Holland	6,153	Total	330,509

SUGAR.

Sugar was imported into Japan during 1900 to the value of \$13,250,073, against \$8,787,224 worth during 1899. Osaka and Hiogo took about 37 per cent of the 1900 import.

The bulk of Japan's supply comes from Hongkong. German and Austrian beet sugar are growing in favor, about two and a half times the import of 1899 having arrived here last year.

The recently established Osaka refinery continues in brisk operation, and is supposed to supply 3,836,120 pounds per month.

An internal-revenue tax has been imposed on sugar, in addition to the import duty. This comes into operation October 1, 1901, and amounts to \$1.49 per picul (132.28 pounds) on refined.

The Philippine Islands exported to Japan, in 1900, sugar valued at \$871,769.

LEAF TOBACCO AND CIGARETTES.

The vast quantity of leaf tobacco imported into Japan during 1899, in order to anticipate the 100 per cent duty, had the effect of lessening its import during 1900, so that less than one-tenth of the 1899 shipment was sufficient to supply the demand.

With the exception of about \$100 worth, the total quantity received during 1900 came from the United States, and was imported at Kobe. The year before last, China sent here leaf tobacco valued at \$110,958.

The importation of cigarettes has dwindled in importance, not

because consumption has decreased, but on account of the newly extended facilities for manufacturing them in this country. During 1898, importations of cigarettes amounted to \$856,672; in 1899 they were \$378,876; while in 1900 they declined to 26 per cent of the latter amount.

American enterprise is now felt in Japan in connection with tobacco manufacturing interests, the American Tobacco Company having extended its operations to this country. This accounts in part for the lessened imports of tobacco manufactures.

LUMBER.

There is a fair demand for lumber in Japan. Teak is being imported from Siam for special uses, but until 1899, the quantity received was inconsiderable. There was sent in that year teak wood valued at \$56,889, and during 1900 the import was about doubled.

Teak is a good hard wood, resembling walnut, and is extensively used in the manufacture of furniture. Kiaki is a softer wood and is grown in Japan; this is used for the same purposes, but is much less valuable.

Aside from the teak imports from Siam, China is the only real competitor of the United States in furnishing Japan lumber for general use. Her exports here during 1899 amounted to \$53,090, and during 1900 to \$65,924.

The export of lumber from the United States to Japan has increased much more rapidly, from \$115,826 in 1899 to \$181,236 in 1900. There are several American consignees of lumber at this port.

The total value of all lumber imported into Japan during 1899 was \$267,246, against \$303,355 in 1900, an excess of \$36,109. The total import at Kobe last year was valued at \$156,549.

In Japan, everything in the line of lumber is utilized and fully worked up. Huge timbers that have done long service in wharves and docks are eagerly bought up, and, after having been reclaimed from their water-soaked condition, are laboriously worked over by hand labor into boards and planks. Among the novel sights to be seen in Japan is one of these great unwieldy timbers placed in an inclined position, and mounted by a scantily dressed coolie who, with a Japanese saw resembling in shape a meat cleaver, works his way slowly backward, and by the painful process of jerking his saw toward himself proceeds to change the character of the timber.

SOLE AND OTHER LEATHER.

The value of sole leather received at this port during 1900 was \$165,439, of which total \$136,060 worth came from the United States. The total value of sole leather imported into Japan last year was \$490,429.

The value of all other leather received at this port was \$222,813, and of this latter the United States furnished only \$16,226 worth. The total value of all other than sole leather imported into Japan during 1900 was \$548,388, and of this large importation the United States furnished but \$92,556 worth. British India leads in this import to Japan, supplying about one-half of the total.

It is evident that the United States is not doing much in the exportation of its finer leathers to this country.

LOCOMOTIVES.

The United States made but a poor showing during 1900 in its export of locomotives to this port, nor can anything better be said of its total export in this line to Japan.

During last year, locomotives were imported into this country valued at \$542,426, and at this port, \$209,395; the total import from the United States into Japan was but \$169,741, and at this port only \$6,143.

Exports of locomotives to Japan during 1900 were made by three countries: Great Britain, the United States, and Germany. During 1898 and 1899, there was but little difference in values from Great Britain and the United States; but during 1900, the difference was great, the United States export being only 47 per cent of the British.

Sufficient inquiry has been made in this country as to the relative merits of English and American locomotives to prove that, general conditions being equal, the American locomotive is preferred, and therefore the diminished export from our country must be attributed to the lack of effort by our manufacturers. The Japanese railway officials have many times expressed a preference for American locomotives, if for no other reasons than that their orders were more quickly filled and more readily conformed to in details of manufacture. Other points of advantage are also recognized.

The latest pronouncement in this country upon the comparative merits of English and American locomotives has just been made by the officials of the Sanyo Railway Company at Kobe, one of the most enterprising railway corporations in Japan.

A representative of the Kobe Herald, an English journal published at this port, recently obtained an interview with the officials of that company, the result of which was published by the Herald under date of July 30. The substance of this interview is given as follows:

The American locomotive was introduced into Japan in 1895 by the Baldwin Locomotive Works, of Philadelphia. An actual trial of an American and an English locomotive took place near Gotemba, on the Tokaido line, but the result was disputed and no final decision was rendered. Since that time, engines from England and America have been brought into close and sharp competition upon Japanese railways.

The Sanyo Railway Company stated that its experience was wholly against the British locomotive. It has been employing American engines during the last six years, having previously used British engines only. The company does not at present contemplate purchasing any more English locomotives. During May of this year, it ordered eight locomotives from Schenectady, and has at present ten on order from the Baldwin Locomotive Works.

The Sanyo Company has altogether 33 American engines, exclusive of those to arrive and those ordered. It also has 24 English engines.

The principal reasons of this company for preferring American locomotives were that the Americans supply them more quickly, and that English locomotives cost one and a half times as much as those made in America. The American engine costs about \$10,000, against \$15,000 for the English. English delivery takes from nine to twelve months; American delivery from seven to nine months. The Sanyo Company always wants quick delivery. In regard to the consumption of fuel, the early experience of this company corresponded with that of the locomotive superintendent of the Midland Company, of England,

against the American locomotive; but the Sanyo managers now find they can run American and English locomotives with the same consumption of coal, and that the American engines work as well as the English. These conditions were different until they came to more fully understand the American engine. The tire of an American engine lasts longer than that of an English engine; the steel seems harder, and is therefore more durable. The sight-feeding lubricator is also an advantage found on American locomotives, omitted from those made in England. The American type provides a more comfortable drivers' cabin, and is furnished with air valves for the cylinders, which the English engine lacks.

The English engine, however, they said, had some countervailing points of advantage: It was better furnished, and the boilers in American engines are probably more liable to leak. The American engine was found to be more scientific and original than the English ones. The English manufacturer was more conservative, the American less thorough.

The main observations of this railway company are set forth as above, and are equivalent to its rejection of British locomotives. It should be noted, however, that the experience of this company is not to be taken as of general application to Japan, the fact being that England sent twice as many locomotives as were imported from the United States in 1900; but the experience of the Sanyo Railway Company does show that there is nothing the matter with American locomotives, and that if proper effort had been put forth by our manufacturers, their exports of engines to Japan in 1900 should have been about equal to those from England, instead of less than one-half.

The value of locomotives imported into Japan from the several countries during the last three years is given below:

Country.	1898.	1899.	1900.
Great Britain	\$1,017,120	\$495,030	\$360,177
United States	995,548	440,081	199,741
Germany	77,189	28,643	12,507
Switzerland	27,409	25,114	.....
Belgium	4,858	1,431	.....
France	10,617	.....	.....
Total	2,132,686	980,249	542,425

Importations of locomotives at this port during 1900 were:

Great Britain	\$202,846
United States	6,143
Germany	404
Total	209,393

RAILWAY IRON.

An extraordinary demand existed in Japan last year for iron rails, more than ten times the value of 1899 having been imported, and nearly double that of 1898. The difference in quantities imported during 1899 and 1900 is not, however, proportionately as large, for the reason that values were higher during the last year, the quantity imported in 1900 being 71,573 tons, against 11,103 tons in 1899.

The great increase of this import has been from the United States,

which in 1900 exported 66 per cent of the total value received in Japan. The value of railway iron received at this port during 1900 was \$440,156, and the proportion sent by the United States was 69 per cent.

Many miles of additional railway are yet needed in this consular district, and these lines have long been projected; but on account of the insufficiency of capital with which to build them, they have so far existed only on paper. Branch roads are especially needed, and if built should yield suitable returns.

Railway trains in Japan are well patronized and often crowded by the natives. There are first, second, and third class accommodations. On the Government railways, the rate of a third-class fare is one-third of the first class, and of a second-class fare one-half of the first class. A less rate prevails on private railways.

The configuration of this district is not deemed unfavorable to the building of railways, as the country between the numerous mountain ranges is mostly level.

Statistics during 1900 show that 218 miles of new railway were opened for traffic in Japan during the year previous, increasing the total in the empire to 3,638 miles, of which 832 miles are Government lines and 2,806 under private control.

RAILWAY PASSENGER AND FREIGHT CARS.

Since and including 1898, the United States has furnished but 3 per cent of the nearly million dollar importation of passenger and freight cars.

The railway companies are now helping to supply themselves in this line. Importations of passenger cars are lessening, while more than twice the 1898 import of freight cars was received during 1900.

Importations during the three years named were:

Railway passenger cars.

Country.	1898.	1899.	1900.
Great Britain.....	\$516,969	\$120,189	\$211,177
United States.....	6,198	2,785	23,481
Germany.....	17,437		17,459
Holland.....			12,561
France.....	7,606		
Total.....	548,210	122,974	264,678

Railway freight cars.

Country.	1898.	1899.	1900.
Great Britain.....	\$110,309	\$167,485	\$334,547
United States.....	4,396	26,845	45,756
Germany.....	27,951	15,943	18,271
France.....	2,535	7,077	2,305
Belgium.....	19,288		
Total.....	164,479	216,350	400,879

FIG IRON.

The total import of pig iron into Japan during 1900 was \$479,529, more than half of which came through this port. The value was but little more than that received in 1897; the amount was increased dur-

ing 1898 by nearly 50 per cent and fell off in 1899, partly in consequence of the increased shipments made in 1898 in order to avoid the higher duty.

The first pig iron sent from the United States to Japan arrived in 1897, and was valued at \$29,312: the export of 1898 was valued at \$113,004, or nearly four times that amount, while it was reduced during 1900 to almost nothing, \$110.

Imports of pig iron into Japan during 1900 were:

Great Britain	\$250, 028	United States	\$110
Germany	164, 107	Other countries	21
China	35, 391		
Belgium	29, 104	Total	479, 526
France	765		

IRON NAILS.

The quantity of nails imported from the United States into Japan five years ago was valued at only \$115,695. During the year under review, the import from our country was valued at \$708,482, and constituted about two-thirds of the total.

Previous to 1895, Germany controlled the export of nails to this country, while now she ships here only 29 per cent of the total. Nearly one-half of the nails imported into Japan come through this port, and the total import into this country during 1900 was \$1,086,169, against \$572,410 in 1898.

The matter of freight is a large factor in favor of the importation of nails from the United States. The Foreign Chamber of Commerce recognized this in its annual report two years ago, and it is safe to conclude that the Japanese nail market can be retained by our country.

Producers of nails should not fail to note the increased demand for them in Japan.

IRON PIPES AND TUBES.

The recent establishment of new-waterworks at this port created an increased demand for iron pipes and tubes. The mains are now nearly all laid, but a moderate demand will continue for the lesser sizes, with which to conduct water to dwellings and factories.

The town needs a sewerage system, and it is hoped that this work will soon follow. It would necessitate other large importations of iron pipes and tubes.

Imports in this line at Kobe during 1899 were \$143,409; during 1900, they amounted to \$349,283.

Attention is called to the fact, as shown below, that the United States exported to Japan last year the largest valuation of iron pipes and tubes. Until then, this import had always been greatest from Great Britain:

Imports of iron pipes and tubes.

Country.	1898.	1899.	1900.
United States	\$118, 941	\$129, 715	\$667, 330
Great Britain	365, 792	277, 600	591, 084
Belgium	167, 237	66, 130	205, 861
Germany	11, 460	1, 143	20, 252
Other countries	372	223	405
Total	663, 802	474, 811	1, 484, 882

MATERIALS FOR BRIDGES AND BUILDINGS.

During the year under review, there has been a very noticeable increase in the importation of materials for bridges and buildings at this port, as well as in other portions of Japan.

The import at Kobe was valued at \$584,577, having been 62.42 per cent of the total received into Japan (\$936,396). More than six times the value of the 1899 import was entered during the year 1900, and 61.5 per cent of the total came from the United States, while the year before, our country was lowest on the list.

Import of materials for bridges and buildings.

Country.	1899.	1900.
United States	\$20,516	\$575,960
Great Britain	28,191	204,046
Germany	53,315	154,331
Belgium	38,830	2,057
Total	140,852	936,394

TELEPHONES.

The use of telephones in this country is increasing, as is evidenced by the enlarged import. The cities of Kobe and Osaka in this district, having together more than 1,000,000 population, have introduced telephones to quite an extent, and there is no doubt that the systems will be very largely developed at an early date.

During 1900, telephones were imported into Japan valued at \$162,557, an increase over 1899 of \$32,206.

The United States led in this export during 1899, having sent to Japan \$51,567 worth, Belgium standing next with an export of \$37,299; but during 1900 the United States did not maintain its lead, having fallen off about \$2,490, while Belgium more than doubled its export of 1899.

ELECTRIC-LIGHT APPARATUS AND PARTS.

There has been a considerable gain during the last year in the importation of electric-light apparatus into this country, 71 per cent of which came from the United States and 31 per cent to this port. Nearly all received at Kobe came from our country.

There has been a very steady demand for this apparatus during recent years, as is shown by the following table, and it is noted also that the use of gas for lighting purposes is extending in Japan, but the employment of both is mainly limited to the well-to-do classes.

There are now in Kobe (Hiogo) two gas plants, one of which is managed by foreigners and the other by Japanese.

The extensive electric-light plant here is operated by Japanese, and light is furnished at a slightly lower rate than the average in the United States. As to fixtures, the preference of this company is for the Edison manufacture.

Importation of electric-light apparatus into Japan.

Country.	1898.	1899.	1900.
United States.....	\$202,849	\$129,707	\$238,151
Great Britain.....	66,828	56,968	56,890
Germany.....	32,044	81,766	35,465
France.....	16	659	1,869
Other countries.....			260
Total.....	301,737	218,100	332,136

TYPEWRITERS.

Typewriters and copy presses are included under the same head by the customs returns; but it is presumed that copy presses represent but a small portion of the total.

Importations of these articles into Japan during 1900 were valued at \$19,160, being more than double those in 1899. Eighty-two per cent of the valuation came from the United States, and \$2,309 worth was entered at this port.

Most of the typewriters imported are for the use of foreign firms; but they are also used to a certain extent by Japanese business people when corresponding with foreigners, and this use is increasing.

Efforts are now being made to perfect a machine in the Japanese language, but there is no doubt that American manufacturers could better supply this want, if they should undertake the task. Considerable inquiry has elicited the fact that there would be quite a demand for Japanese typewriters if placed on the market.

BICYCLES.

The customs returns, from which the following particulars have been obtained, group together bicycles, carriages, and tricycles, but importation of the two latter is considered very light, and therefore the valuations named may be said to practically stand for bicycles alone.

Although Kobe receives but a very small proportion of this export, it is growing, nearly three times the value of the 1899 import having been received in 1900. The importation of bicycles into Japan is also rapidly increasing. There was imported into Kobe during 1899 \$12,835 worth, and during 1900 to the value of \$36,374. Imports of bicycles into Japan during 1899 were \$113,118, and during the year 1900 they advanced to \$259,479.

American manufacturers have the market in this country for bicycles, and should particularly note the increased demand for them.

Importation of bicycles.

Country.	1898.	1899.	1900.
United States.....	\$102,184	\$107,588	\$254,031
Great Britain.....	11,802	2,122	4,441
Germany.....	802	1,694	856
France.....	1,512	829	101
British America.....	639	91	23
Holland.....	342	659	12
Austria.....	2,407		
Other countries.....	312	141	38
Total.....	119,950	113,119	259,502

The duty is 10 per cent ad valorem.

TEXTILES.

There has been a large increase at this port in importations of mouselines, cotton and woolen Italians, gray and white shirtings—i. e., unbleached and bleached muslins—but these are of small moment to American exporters, as they do not share in the trade. The value imported into Japan last year was the largest ever known, and amounted to \$3,631,005.

HOW TO REACH JAPANESE TRADE.

The most important step an exporter seeking trade in this country can take, provided his line will warrant the expense, is to visit these markets himself or send here an efficient representative, in order to obtain a personal knowledge of trade conditions. This brings him into direct relations not only with foreign but also with native firms, and, practically speaking, this is the only way that most native firms can be safely reached, as much caution is necessary in making sales to them. The responsibility and general business character of some Japanese merchants need to be rigidly inspected before trade relations are opened with them, though there are many reputable native merchants in this country. Japanese merchants are ambitious for direct foreign trade, and 39.6 per cent of the imports into this country are now being made through them. Exporters, whose trade prospects will not warrant the expense of a commercial tour to Japan, should combine with others. This is not often done in the United States, as it is thought best for a salesman's energies to be confined to a certain line, but it would be much more applicable to trade in places so remote as Japan.

The next best way for an intending exporter would be to visit the home offices of branch houses in this country, and inform himself of the trade wants of Japan, and if possible sell his wares or products through these establishments. Sometimes, good results are obtained by addressing letters direct to the branch houses themselves.

The least effective way to obtain foreign trade is to spend money in sending circulars. Hotel reading rooms and private offices in the East are filled with them, to almost no purpose whatever. Printed correspondence arrives by the bushel, and it is passed by comparatively unnoticed; but if a wide-awake salesman arrives upon the ground, one who understands his business and has what the market calls for, he generally receives full recognition.

In a word, it may be said that commercial travelers are as necessary for the development of business in Japan as they are in the United States.

Japan's chief exports, with Kobe's exports stated where they exceed one-half of the total.

	Japan's ex-ports.	Kobe's ex-ports.
Raw and manufactured silk.....	\$36,020,571	
Cotton yarns.....	10,253,462	\$8,406,271
Coal.....	9,976,967	
Copper.....	6,814,732	3,792,520
Tea.....	4,499,839	
Matches.....	2,868,914	2,709,155
Straw braids.....	2,004,529	1,789,183
Rice.....	1,781,132	1,193,394
Matting.....	1,648,400	1,604,943
Camphor.....	1,529,210	1,490,186
Porcelain.....	1,231,010	907,217
Raw cotton (foreign produce).....	658,296	676,425

REVIEW OF EXPORTS.

Export of cotton yarn.

Year.	Quantity.	Value.
	<i>Pounds.</i>	
1897	47, 044, 069	\$5, 672, 252
1898	78, 794, 214	8, 877, 815
1899	113, 207, 605	11, 719, 817
1900	67, 946, 547	8, 395, 271

No other one of Japan's exports suffered so severely last year in consequence of the Chinese insurrection as did her yarn products. These had been large and growing rapidly for several years preceding, and their curtailment was a sad blow to the Osaka cotton mills, but, as elsewhere stated, commercial relations with China have now been partially resumed, and exports of yarns and yarn products are again getting upon a good basis.

PRODUCTION OF COPPER.

The production of copper in Japan has increased materially during late years. Since the China-Japan war, much has been used in this country in connection with armament, electrical engineering, and ship building. The export of refined copper alone has become so large that it now ranks fourth in point of value.

The demand has grown so that its value has risen from \$12.70 per picul (132.277 pounds) in 1896 to \$21.17 in 1900, an advance of 66½ per cent.

No estimate of the total production for 1900 has yet been given out, but one for 1899 placed the output at 55,557,600 pounds.

The extensive copper mines of K. Sumitomo are located in this consular district and 26,044,840 pounds of copper, valued at \$3,792,520, were shipped from this port during last year.

During 1900, \$6,337,516 worth of coarse and refined copper, mostly refined, was exported from all Japan. Three-fourths of this value went to Hongkong, presumably for reshipment to European countries. The United States took \$63,300 worth.

Manufactures of copper were also exported, valued at \$37,763.

TEA.

Tea firing is carried on to a large extent at this port and is nearly all in the hands of foreigners.

The larger part of the tea crop is pan fired. Machinery has been introduced for firing tea, but it is claimed that the old process of stirring by hand produces the best result.

It is found upon inquiry that the United States inspection law, which excludes inferior teas, is looked upon favorably by both tea growers and exporters at this port. As in the case of mattings, the United States takes the larger portion of this export.

The total export of tea from Japan last year amounted to \$4,499,838, and from this port to \$1,771,620. Of the first-named valuation, the United States took \$3,542,041 worth, and from this port a quantity valued at \$1,557,001. Hawaii took, in addition, \$7,268 worth from Japan; the Philippine Islands, none.

The various teas exported from Japan during 1900 and their values were:

Values of teas exported from Japan in 1900.

Green (pan fire).....	\$2, 808, 132	Dust.....	\$113, 771
Green (basket fire).....	1, 227, 977	Lump.....	18, 172
Black.....	294, 472		
Bancha.....	15, 482	Total.....	4, 499, 833
Brick.....	21, 832		

MATTINGS.

From May to April, inclusive, during 1899-1900, there were exported from this country 487,580 rolls of matting, and during the corresponding period of 1900-1901, 494,389 rolls. Taking the export values of 1899 and 1900 as a basis, it is found that the average value per roll has declined from \$3.76 in 1899 to \$3.45 during 1900. As nearly all this export goes to the United States, it is shown by the above that there is there a continually increasing demand for the poorer qualities of mattings which pay the least proportion of duty.

The principal matting manufacturing localities are in this consular district; the majority of the product is therefore shipped from this port.

The year opened with comparatively small stocks, the principal reason for this being a constant rise in the cost of rush, which in turn compelled the use of much poor raw material.

In order to avoid deterioration, an association had been formed in Kobe by leading Japanese merchants to inspect all mattings and mats coming from the country districts for export. This was intended to be done before delivery to the foreign merchants, who are the principal shippers of matting to the United States; but in view of the scarcity and high cost of raw material, the association was not able to carry out its programme so far as it related to the rush crop of the previous year; but it has done so with the crop of 1900.

There has been an increased demand from the United States for the stenciled or jacquard mattings, and it has been shown that by the new process of printing, fast colors can be obtained.

The American demand for Chikugo grades is claimed to be double the year's production, although the output for this season has been increased to about 100,000 rolls.

The better grades of Okayama mattings are very largely shut out from United States markets in consequence of the huge demand for classes covered by the lowest rate of duty. The market for this grade has been so great that much matting of a very trashy nature has gone forward.

The valuation of the matting export is much less than it would be, were conditions such as to invite the shipment of a fair proportion of the better qualities.

Exportation of mattings from Japan.

1897.....	\$1, 588, 905
1898.....	1, 836, 619
1899.....	1, 826, 741
1900.....	1, 648, 400

RICE.

The following table shows that Japan's rice export in 1900 was but little over one-third of that in 1899, and that the import in 1900 was 51 per cent greater than in 1899; definitely stated, the excess of import last year was \$2,711,593, against an excess of export the year before of \$2,102,478. Therefore, as compared with 1899, Japan seems to have had use, during 1900, for an additional quantity of rice valued at \$4,863,872; and the crop of last year was considered 5 per cent above the average.

	1899.	1900.
Japan export.....	\$5,120,441	\$1,781,131
Japan import.....	2,968,162	4,492,924

About 28 per cent of Japan's rice export of last year went to the United States, and Australia, Russian Asia, and Hongkong followed in order. Two-thirds of the country's total export was shipped from Kobe.

Of Japan's great rice import in 1898, amounting to over 48,000,000 yen (\$23,904,000), 25,000,000 yen (\$12,450,000) came from French India, Korea sending less than 3,000,000 yen (\$1,494,000) worth; while during 1900 French India sent only \$1,364,160 worth, against Korea's exportation of \$2,347,693.

Exportations of rice from Japan last year to the United States and possessions were:

United States	\$503,938
Hawaii	4,428
Philippine Islands.....	575

Exportations of rice from Hiogo (Kobe), during last year, to the United States and possessions were:

United States	\$329,778
Hawaii	39,020
Philippine Islands	575

VEGETABLE WAX.

The total export of vegetable wax from Japan last year was valued at \$257,184, and nearly all was manufactured at this port. About 70 per cent of this product clears the port of Kobe nominally for Hongkong, but it is said that Hongkong has no use for vegetable wax, and that shipments are directed there because it is a free port at which no customs returns are kept. Thus, only the shippers can obtain a knowledge of the real destination.

It is claimed that shipments of other kinds of merchandise have been thus diverted; and if so, the Japanese customs returns would be no safe criterion as to the countries of imports.

The returns show that but \$12,772 worth was sent from this port last year to the United States, but the strong presumption is that a large proportion of the shipment of vegetable wax to Hongkong finally reached the United States.

The berries from which this product is made grow on several varieties of surach or lacquer trees in the provinces bordering on the

inland sea. The wax is found deposited in the layers of the external portion of the berry, and is extracted by several processes, after which the crude product is shipped to Kobe and to Osaka, where it is heated in large kettles, and after skimming and grading is poured while hot into earthen trays to cool. It is then regraded and packed for shipment into cases of about 200 to 250 pounds.

This product is extensively used here in the manufacture of lacquer, in making Japanese candles for home consumption, and in polishing wood; also as a general substitute for beeswax.

The production varies largely in quantity from year to year; when there is a small crop, it is mostly exported, while in case of a large one the Japanese demand is increased.

Shipments at this port amounted to only 4,514,709 pounds last year, compared with 7,178,275 pounds in 1899.

MATCHES.

Japanese matches are sent in large quantities to India, China, and the Straits Settlements. This port ships practically the total export. The demand is for low prices, and consequently makers have but little opportunity to improve quality. Labor and materials are both advancing, and they will necessarily soon force prices upward.

Exports show a decline during the last three years.

Export of matches from Japan.

	Quantity.	Value.
	<i>Gross.</i>	
1898	21, 377, 300	\$3, 050, 688
1899	18, 960, 800	2, 839, 798
1900	18, 261, 943	2, 709, 155

CAMPHOR.

Japan's camphor exportation is nearly all confined to this port. The total export last year was \$1,532,209, and from this port \$1,490,176.

Exportations of camphor oil from Japan were valued at \$40,513, and this also was nearly all shipped from Kobe.

STRAW BRAID.

This is an important article of export and a growing one, as may be seen by the following table. Osaka and Hiogo furnish nearly all sent from Japan.

Shipments from this port have been:

1897	\$986, 344
1898	921, 113
1899	1, 234, 583
1900	1, 798, 182

The export goes principally to the United States and England.

Stoppage of shipments from China worked to the advantage of the Japanese manufacturer, and prices were higher than in 1899, until the Chinese article again entered the market. Some new and fine patterns were turned out in Japan, but makers asked such high prices for them that the orders were limited.

JAPANESE CURIOS.

During the earlier days of foreign trade in Japan, there existed a great demand for more or less ancient articles, designated under the general name of curios. They consisted largely of old carvings, bronzes, vases, antique war trappings, swords, and similar articles; but, as time passed on, the supply of these genuine articles was greatly reduced. Then the wily Japanese trader began to have "old curios" manufactured to order, and for a time, he was quite successful; but the demand for ancient curios has largely passed. Many articles of both age and merit can yet be obtained, but the spurious curios have to an extent spoiled the market, and caused a more general inquiry for the modern works of art, which are so beautifully made by the Japanese people.

There are many factories in this consular district which are constantly turning out these wares, some of which are marvelous exhibitions of workmanship.

The finer works of art, now being sought in preference to the curios of ancient time, consist largely of rare Cloisonne and Damascene wares, bronze vases, ivory carvings, lacquered goods, etc., all of which are extensively manufactured in this district.

Some of the finer articles, even if very small in size, require months of patient labor, and can be made only by men whose eyes and hands have been trained to the work from childhood.

PORCELAIN AND EARTHENWARE.

The earthenware industry is one of the principal pursuits of the Japanese people, the total output of factories in Japan amounting to more than 50,000,000 yen (\$2,490,000) a year.

The prefecture of Hiogo is the principal center for the manufacture of porcelain, and about two-thirds of the quantity shipped goes from this port.

The foreign demand for these products has fallen off greatly of late, and it is chiefly due to the fact that, during recent years, they have been deteriorating. This is an error into which many Japanese producers fall, not only in the manufacture of porcelain but in other industries. The fact is deplored by public men of the country, who would be glad to see the manufacturing and mercantile interests of Japan placed upon a more enduring basis. It is much to the credit of the Japanese authorities that they are now contemplating measures to restore the prosperity of this ancient industry.

The total export of this ware during last year was \$1,231,008, and of this there was sent to the United States a valuation of \$511,938; to Hawaii, \$7,302; to the Philippine Islands, \$3,662.

JAPANESE STEAMSHIP SERVICE.

To one unacquainted with conditions in the Far East, it is probable that the Japanese mercantile marine would prove a revelation.

In no other line is the progressive spirit of Japan better shown than the sudden growth of her carrying trade. This branch of industry received a great stimulus at the close of the China-Japan war, as it gave the shipping classes an opportunity to obtain many good vessels upon advantageous terms.

Among the ships which at all times dot the harbor of Kobe are not only coasting vessels, but a number of Japanese ships destined for foreign ports. Those bound for Europe and America are generally officered by foreign captains, in order to invite the patronage of foreigners, who might be indisposed as yet to sail with native masters.

The Nippon Yusen Kaisha is the leading Japanese line, and it frequently adds to its fleet of fine vessels. A new liner has just been completed for this company at the Mitsu Bishi yard at Nagasaki for the Seattle route—the *Kaga Maru*, a handsome steamer of 6,301 gross tons, which in every respect is an important addition to the Pacific coast service.

The Nippon Yusen Kaisha has a fortnightly service with the following vessels between Hongkong and Seattle, called the Hongkong and America Line, which is run in connection with the Great Northern Railway at Seattle:

Steamers.	Gross tonnage.	Steamers.	Gross tonnage.
Kinshiu Maru	3,854	Tosa Maru	5,823
Kamakura Maru	6,123	Kaga Maru (new)	6,301
Riojun Maru	4,806	Total	80,187
Idzumi Maru	3,280		

The three Japanese steamers running in connection with the Pacific Mail Steamship Company are vessels owned by the Toyo Kisen Kaishiki Kaisha, are good sailers, and are well patronized by foreign travelers.

Tonnage entered and cleared at the port of Kobe (from customs returns).

STEAMERS.

Nationality.	Entered 1900.		Cleared 1900.	
	Number.	Tonnage.	Number.	Tonnage.
Austrian	14	40,444	14	40,444
Belgian	1	1,291	1	1,291
British	445	1,145,366	446	1,146,482
Chinese	1	826	1	826
Danish	1	2,200	1	2,200
Dutch	2	8,940	2	8,940
French	51	112,672	51	112,665
German	113	357,021	113	359,683
Japanese	623	986,375	588	903,720
Norwegian	24	46,477	25	48,822
Russian	2	4,580	2	4,580
United States	47	106,021	47	106,129
Total	1,824	2,757,163	1,291	2,780,732

SAILING VESSELS.

British	16	34,698	14	29,875
German	6	13,515	7	13,562
Japanese	8	2,428	6	2,263
Russian	1	1,467	1	1,467
United States	6	7,678	6	7,756
Total	37	59,786	34	54,945
Grand total	1,861	2,816,949	1,325	2,785,977

CONCLUSION.

The large percentage of Japanese trade already acquired by American exporters, so quickly after they began to seek it, shows that our products are especially suited to Eastern markets, and that increased exertion to introduce them will produce increased results.

SAMUEL S. LYON, *Consul*.

HIOGO (KOBÉ), *September 21, 1901.*

TRADE IN 1901.

The foreign trade of Hiogo (Kobe) for the first six months of 1901 amounted to \$50,780,515, viz: Imports, \$32,298,120; exports, \$18,482,395.

The figures of the foreign trade of Kobe for the first six months of this year, compared with those of the same period of last year, were:

Description.	1900.	1901.
Imports	\$43,452,069	\$32,298,120
Exports	17,328,490	18,482,395
Excess of imports.....	26,113,569	13,815,725

A decrease of 25 $\frac{1}{5}$ per cent is noticeable in imports and an increase of 6 $\frac{1}{4}$ per cent in exports.

TRADE BY COUNTRIES.

Trade of Kobe, by countries, for the first six months of 1901, compared with that of the corresponding period of 1900.

Countries.	Exports.		Imports.	
	1900.	1901.	1900.	1901.
ASIA.				
China.....	\$6,827,077	\$6,078,648	\$3,483,492	\$3,410,068
Hongkong.....	4,956,176	4,867,362	499,888	453,285
British India.....	539,172	599,578	8,906,000	9,776,678
Korea.....	101,138	85,649	98,574	374,164
Annam and other French India.....	4,476	945	465,569	566,604
Russian Asia.....	173,176	23,061	248,878	258
Philippine Islands.....	36,311	180,740	78,662	326,597
Siam.....	1,469	1,969	89,082	106,529
Dutch India.....	12,504	9,085	381,044	283,082
EUROPE.				
Great Britain.....	879,941	1,485,108	7,106,005	5,265,515
France.....	254,246	265,416	1,131,076	443,707
Germany.....	150,046	589,347	2,880,419	2,655,441
Belgium.....	11,138	44,623	1,064,202	627,627
Switzerland.....		96	342,088	309,121
Italy.....	42,637	104,316	22,933	11,490
Austria.....	5,763	205,273	718,142	758,752
Russia.....	4,866	5,617	262	34,619
Sweden and Norway.....	140	137	44,506	46,677
Holland.....	18,134	72,727	56,862	40,531
Turkey.....	2,887	10,209		211
Spain.....	2,522	4,241	9,286	3,571
Portugal.....			106	2,357
Denmark.....	391	2,134	67	615

Trade of Kobe, by countries, for the first six months of 1901, etc.—Continued.

Countries.	Exports.		Imports.	
	1900.	1901.	1900.	1901.
AMERICA.				
United States	\$2,502,502	\$2,971,834	\$14,892,701	\$6,048,431
Canada and other British America	207,238	153,138	10,849	12,566
Peru			3,805	248
Mexico		2,323	322	311
ALL OTHER.				
Australia	311,937	463,857	144,524	147,798
Hawaii	109,492	276,754		401
Egypt	15,598	8,137	878,125	434,795
Other countries	172,781	20,207	877,678	158,221
Total	17,338,490	18,482,395	43,452,059	32,298,120

Principal exports and imports of Kobe during first six months of 1900 and 1901.

EXPORTS.

Articles.	Value.	
	1900.	1901.
Tea	\$479,418	\$536,284
Rice	544,444	1,892,292
Fish, cuttle	34,196	64,755
Kanten, or vegetable colle	370,621	335,131
Shrimps	28,785	45,443
Mushrooms (shiitake)	97,482	112,543
Cigarettes	134,624	277,542
Buttons	95,873	64,810
Camphor	630,025	1,061,624
Antimony	32,545	13,653
Copper	1,620,913	1,651,177
Wax, vegetable	154,809	114,064
Silk, Noshi and waste	242,779	101,174
Silk piece goods, Habutae and others	94,267	25,297
Cotton:		
Yarns	5,564,459	4,317,719
Blankets	58,642	25,828
Flannels	46,047	34,228
Piece goods (gray shirtings)	279,986	52,147
T-cloths	42,315	97,171
Towels	95,808	85,769
Carpets—cotton, hemp, and woolen	190,663	171,234
Bamboo	98,377	98,406
Lumber and planks	38,258	37,985
Manufactures of	85,156	77,644
Brushes	81,349	101,989
Fans	256,792	124,399
Glass, looking, and other manufactures of	160,425	70,651
Clocks, hanging and standing	81,190	52,218
Toys	63,191	51,397
Lacquered ware	34,650	48,918
Furs	155,791	72,863
Lamps, and parts of	65,977	147,213
Matches	1,442,710	1,638,335
Mats and mattings	802,850	1,227,279
Porcelain and earthen ware	428,955	392,518
Bronze, manufactures of	31,587	36,968
Screens	80,499	86,954
Papers	77,980	79,429
Straw plaits	589,371	606,965
Cotton undershirts and drawers	46,820	34,737
Umbrellas, European	272,979	308,972
All other articles	1,716,887	2,021,380
Total	17,338,490	18,482,395
Reexports (foreign produce)	781,864	169,373

Principal exports and imports of Kobe during first six months of 1900 and 1901—Cont'd.

IMPORTS.

Articles.	Value.	
	1900.	1901.
Locomotive engines, and parts of.....	\$90, 722	\$281, 525
Machinery:		
Spinning, and parts of.....	184, 880	281, 114
All others, and parts of.....	751, 586	981, 295
Chlorate of potash.....	161, 208	116, 676
Aniline dyes.....	228, 138	124, 192
Indigo, dry.....	515, 895	839, 796
Glass, window.....	140, 219	106, 901
Beans, peas, and pulses.....	882, 563	832, 140
Rice.....	824, 482	892, 770
Cotton seed.....	164, 302	191, 836
Leather.....	210, 408	104, 609
Iron:		
Pig.....	195, 094	301, 308
Bar, rod, plate, and sheet.....	1, 237, 425	671, 473
Sheet, galvanized.....	229, 733	124, 944
Nails.....	348, 945	127, 864
Pipes and tubes.....	225, 215	65, 311
Steel rails.....	128, 658	131, 179
Zinc.....	310, 887	111, 537
Kerosene oil.....	1, 511, 964	1, 554, 341
Wool.....	126, 574	204, 888
Paper.....	485, 353	422, 592
Sugar, brown and white.....	1, 691, 904	2, 209, 914
Cotton:		
Raw.....	21, 323, 322	13, 780, 146
On the seeds.....	282, 108	183, 117
Yarns.....	691, 474	252, 476
Prints.....	303, 585	11, 950
Batins.....	474, 508	447, 640
Silk and cotton plush.....	144, 056	42, 686
Soda, caustic.....	166, 359	91, 307
Shirtings, gray and white.....	774, 078	208, 914
Woolen yarns.....	88, 094	63, 842
Flannels.....	41, 233	7, 559
Italian cloths.....	88, 687	41, 831
Mousseline de laine.....	1, 215, 162	580, 549
Woolen cloths.....	79, 736	73, 716
Flax, hemp, and jute.....	129, 604	245, 592
Oil cakes.....	809, 280	776, 390
Materials of bridges and buildings.....	254, 646	188, 083
Railway cars, passenger and freight, and parts of.....	115, 292	76, 557
Flours, wheat.....	338, 721	238, 232
Eggs.....	150, 515	121, 680
All other articles.....	5, 805, 549	5, 187, 313
Total.....	43, 452, 059	32, 298, 120
Reimports.....	70, 206	26, 780

Imports and exports of bullion and specie, January 1 to June 30.

Description.	1900.	1901.
Coin and bullion exported.....	\$10, 058, 970	\$2, 338, 511
Coin and bullion imported.....	8, 074, 622	521, 627

Duties, fees, etc., January 1 to June 30.

Description.	1900.	1901.
Customs duties (imports only).....	\$1, 619, 029	\$1, 326, 244
Tonnage dues.....	15, 587	22, 145
Miscellaneous.....	24, 226	21, 258
Total.....	1, 658, 842	1, 369, 647

UNITED STATES—KOBE TRADE.

Trade with the United States during the first six months of 1898-1901.

IMPORTS.

Articles.	1898.	1899.	1900.	1901.	Increase over 1900.	Decrease in 1901.
Cotton, raw	\$8,297,418	\$4,354,904	\$11,350,252	\$2,692,220		\$8,658,082
Kerosene oil	724,114	743,994	1,288,155	1,554,342	\$266,187	
Rails and railway material	211,371	106,966	67,916	127,074	69,158	
Tobacco	180,670	382,487	59	240	181	
Leather:						
Sole	64,161	14,487	86,505	35,189		51,316
Other	5,811	794	7,142	6,696		446
Pig iron	46,518	26,416	42			42
Iron nails	66,696	152,585	241,776	49,424		192,352
Canvas	20,061	1,968	11,455	8,795		2,660
Clocks, and parts of	7,318	4,739	1,969	23,477	21,508	
Machinery:						
Electro-dynamo	2,662	3,478	2,484	78		2,356
Paper-making	1,691	3,596	31,146	6,837		24,309
Other	70,742	21,527	78,102	212,195	189,098	
Locomotives	143,716	130,847	6,144	154,578	148,434	
Watches, and parts of	20,296	4,456	17,049	23,939	11,890	
Condensed milk	24,471	13,484	30,060	21,681		8,379
Bone, animal	14,063	8,519	4,144	15,706	11,562	
Paraffin wax	39,384	215,181	117,713	65,941		51,772
Iron screws, bolts, nuts, etc.	7,142	4,048	229	8,648	8,419	
Cigarettes	42,091	19,926	5			5
Wood, planks, etc.	10,303	2,316	29,348	32,228	2,880	
Flour	59,483	81,887	843,453	234,071		109,382
Bicycles	7,126	3,975	18,427	26,083	6,606	
Iron wire	2,626		47,500	82		47,468
Zinc, sheet			26,945	19		26,926
Paper, printing	73,905	27,906	34,440	12,198		22,247
Implements and tools of farm- ers and mechanics	3,952	6,736	8,385	8,653	318	
All other comestibles	8,639	1,870	6,245	6,685	390	
Sugar of milk		1,966	8,188			8,188
All other drugs, chemicals, and medicines	3,834	4,499	11,212	9,115		2,097
Gold, silver, and platinum						
liquid	2,839	2,234	9,231	3,773		5,458
Pasteboard	4,432	26,631	34,093	36,896	62,808	
Paper boxes for cigarettes	29,880	39,955	58,304	22,743		85,556
Phosphatic manure		34,441	463,478	1		463,477
Lubricating oil	37,203	50,176	100,226	36,605		63,621
Iron:						
Pipes and tubes	44,719	15,084	115,771	46,902		68,869
Sheet	15,088	4,223	164	43,432	43,268	
Bars	4,252	5,437		27,215	27,216	
All other	2,296,546	719,856	251,044	430,320	179,776	
Total	7,540,108	7,242,619	14,892,701	6,048,431	999,688	9,843,956

EXPORTS.

Articles.	1898.	1899.	1900.	1901.	Increase over 1900.	Decrease in 1901.
Matting	\$906,854	\$991,956	\$781,020	\$1,163,585	\$432,565	
Tea:						
Black	852		89,450	13,376		\$26,083
Green	522,690	455,472	331,320	491,908	160,588	
Rice	147,062	415,621	143,206	232,680	149,474	
Rugs and carpets	78,278	45,199	23,872	89,236	10,864	
Porcelain ware	87,166	100,166	183,743	183,565		178
Straw braid	55,770	134,181	235,075	183,088		51,987
Fans	26,925	26,525	101,686	26,086		65,560
Camphor	93,656	117,050	294,414	158,745		135,669
Bamboo screens	3,336	12,301	27,795	9,693		18,132
Other bamboo ware	7,321	11,617	875	16,598	15,728	
Bamboos	14,682	23,208	27,646	20,639		7,007
Screens	40,922	14,617	14,790	16,319	1,528	
Camphor oil	1,589	12,809	3,065	17,715	14,630	
Paper ware	11,608	13,259	12,424	9,699		2,525
Bronze ware	2,934	13,785	10,763	16,770	6,017	
Other metal ware	2,504	5,241	10,901	8,638		2,315
Vegetable wax	5,886	8,687	6,126	5,847		251
Papers	10,898	12,887	20,018	38,778	18,689	
Matches	1,262	1,789	976	7		969
Lanterns (paper)	2,125	5,197	11,465	9,225		2,240
Rags, cotton	43,408	3,479	54,908			54,908
Brushes, tooth	44,689	34,082	46,803	49,213	2,410	
Other brushes	19,686	13,209	22,286	43,019	19,735	
Toys	6,862	7,079	13,858	1,137		12,721
Cloisonné ware	2,296	3,140	4,838	12,563	8,180	
Sake	1,504	1,652	3,837	5,899	2,062	
Chillies		5,663	6,874	26,921	19,547	
All other	115,828	41,349	113,950	101,866		12,084
Total	2,164,222	2,431,170	2,502,502	2,971,894	861,989	392,657

REVIEW OF PRINCIPAL EXPORTS FROM KOBE.

Matting.—The manufacture of matting for export continues to expand, and a large number of workers are now employed in the industry. The area of land devoted to the cultivation of the reed or rush from which matting is made shows a great increase, and the crop for this year has proved exceptionally good.

Straw braid.—The export of straw braid from Kobe during the first six months of 1901 amounted to \$696,965, of which \$183,088 worth was exported to the United States. Compared with the corresponding period of last year, this is an increase of \$107,594 in the total export and a decrease of \$51,987 in the amount exported to the United States.

It may be noted that last year, there was a very good supply of materials and a very favorable market.

Camphor.—In 1899, when the Government monopoly on Formosa camphor went into operation, camphor rose from 57.50 yen (\$28.64) to 82 yen (\$40.84) per picul (133½ pounds). At that time it was thought that the exporters of Kobe, whose supplies had been largely drawn from Formosa, would in the future have to get them from the mainland, and as the supply of the raw material in the mainland was considered limited, the dealers in Kobe would necessarily suffer. It now seems to be the general impression that Japan has ample raw material from which the trade can be supplied, independent of that produced in Formosa.

The following table gives the fluctuation in price per picul of crude camphor since the Government monopoly went into operation:

[Quotations per picul (133½ pounds).]

	Yen.	Dollars.
1899.		
June	57.50	28.64
August	66.00	32.87
September	82.00	40.84
1900.		
January	81.50	40.58
April	95.00	47.31
July	87.00	43.33
August	90.00	44.82
1901.		
January	88.00	43.82
April	84.00	41.83
July	76.00	37.86
August	72.00	35.86
October	83.00	41.33

There are two products of crude camphor exported from Kobe, one being produced from the camphor wood in Japan, the other being produced by distillation from camphor oil, the product of the distillation of the wood in Formosa. The Formosa crude camphor also comes to this market for export and refining.

The Japanese Government has a large refinery at Kobe, which is operated in the interest of the monopoly.

There are several other refineries here, operated in the interest of general trade.

The Japan production is said to be superior to the Formosa product, first, on account of quality, and, secondly, on account of the mode of packing. The Formosa camphor is packed in zinc-lined cases, and in

consequence retains the moisture, while the Japan product is packed in wooden tubs, which allows the air to enter, and by the time it reaches the foreign market it is said to be in better condition than that packed in zinc.

Porcelain ware.—The porcelain ware manufactured annually in Japan amounts to about \$2,500,000, of which about \$1,000,000 is exported to foreign countries.

Formerly, the practice was to use wood in firing, but of late coal or charcoal have been substituted, and in consequence about \$250,000 annually is saved in the process of manufacture. The ware fired with coal at first showed a blackish tinge, but this defect has since been overcome, and that shown recently at the Kyoto exhibition from the school is said to be quite free from this blemish.

Rugs.—Large stocks have accumulated in the godowns of the weavers, while sales are only half what they were last year, when the supply of raw material was ample and prices cheap. The market has declined from 10 to 20 per cent, and as the present prices do not pay expenses, many weavers are suspending business, with the result of a decrease in the output.

Coal.—The demand for coal in Japan is said to be so great that the supply is quite inadequate, despite the fact that the output has increased by 20 to 30 per cent.

The improvement of the market is partly attributed to the settlement of the Chinese trouble, and partly to an increase in the export of coal to south China and Australia.

Tea.—The new crop teas first appeared on the market on April 29, 1901, but did not begin to arrive in quantity until May 5. Total receipts of these to June 30 were 70,000 piculs* (9,331,000 poods), as against 68,000 piculs to same date in 1900. Weather conditions were very favorable for the growing leaf, and quality showed some improvement over last season, the improvement being more marked in cup than in leaf, the latter often showing signs of hasty and careless manipulation; but in spite of its rather ragged appearance, it fired up so well that the finished product, as shipped, compared favorably with last season's crop, both in style and infusion.

This to some extent is owing to a decreased product from several districts from which inferior teas of fairly good appearance are grown, the farmers in these districts finding it more profitable to raise other crops. These teas are mainly used for mixing, and reducing the cost of better descriptions.

Buying by exporters began on May 6, and continued on a liberal scale during that and the following month, total settlements to June 30 being 65,000 piculs against 66,000 piculs at same date last year.

The market opened on about the same basis as last year, and prices for the higher grades were without material change during the months of May and June. During the latter month, however, with more liberal offerings of the lower descriptions, prices for these became easier, and at the close they were procurable at 50 cents to \$1 below prices ruling at same date in previous year.

Rice.—It is believed that the rice crop this year will be above the average. In consequence, quotations on the rice market during

*In commercial transactions the picul is equal to 133½ pounds. The customs returns rate the picul at 132.277 pounds.

the month of September rapidly declined throughout the Empire. Quotations for forward delivery in the Osaka Rice Exchange, which rose to over 17 yen (\$8.47) per koku (4.96 bushels) were afterwards quoted at about 12 yen (\$5.98). For immediate delivery quotations ruled high, but they are gradually declining.

Japan imports rice from Korea, China, Siam, British India, and French India for home consumption, on account of cheapness (this amounted to \$892,774 for the first six months of 1901), and exports the home production to foreign countries, on account of quality and the high price it commands.

The Japanese rice has a better appearance and the grain is larger and fuller than that imported.

The following table gives the values of Japanese rice exported to various countries during the first six months of this year:

Country.	Value.	Country.	Value.
Australia.....	\$284,220	Great Britain.....	\$252,259
Belgium.....	34,183	Hongkong.....	507,062
British America.....	56,891	United States.....	277,740
China.....	232	Other countries.....	290,926
France.....	15,751		
Germany.....	173,080	Total.....	1,892,294

PRINCIPAL IMPORTS AT KOBE.

RAW COTTON.

The following tabulated statistics, compiled from the Japan Cotton Merchants' Union, show the number of bales of raw cotton imported from the different countries at Kobe from January to October 5 of 1900 and 1901:

Country.	1900	1901
	<i>Bales.</i>	<i>Bales.</i>
United States.....	252,181	75,601
China.....	133,864	103,678
India.....	205,488	880,233
Egypt.....	4,623	4,558
Total.....	596,106	564,070
Reexported.....	14,519	8,599
Net imports.....	581,587	555,471

The estimated weight of an American bale of cotton is about 500 pounds, Indian about 400 pounds, and Chinese about 100 pounds.

There is no appreciable difference in the aggregate trade; but an increase of 174,745 bales is noticeable in imports of Indian grades for the first six months of 1901 compared with those of the corresponding period of 1900, and a decrease of 176,530 bales in the imports of American grades for the same period.

The relative decrease in American importations is largely due to the high price of the staple as compared with the Indian product during the period of this year under review, and to the fact that a proportion of the cotton imported in 1900 was held over in stock and sold this spring.

The deficit is made up by an increase in the import of Indian staples,

which is principally due to the speculative element which in the last two or three years has developed in the Japan market; that is to say, when prices are high, it is considered safer to operate in Indian.

The stock in Kobe this year has run very low. On the 11th of October, 1901, there were about 23,000 bales, of which about 3,000 were American.

The market is dull, and quotations for future contracts are lower than usual for the month of October. Mills are not working full time, there being a scarcity of labor.

The market for American middling has fluctuated between 25 yen (\$12.45) and 28 yen (\$13.94) per picul (133½ pounds), cost, freight, and insurance, including 6 per cent for tare during the month of October.

It is said that the contracts for American middling of the current season aggregate about 50,000 bales for Japan, the Osaka mills taking the greater portion.

The following exhibits give the values of raw cotton imported from the different countries at Kobe for the first six months of this year, compared with the corresponding period of last year:

Country.	1900.	1901.
United States	\$11,350,250	\$2,682,523
India	8,104,778	18,706,768
China	1,364,806	1,347,124
Egypt	878,107	434,606
Other countries	125,879	423
Total	21,323,322	13,780,146

WHEAT FLOUR.

The consumption of wheat flour is becoming common throughout the Empire, the lower grades having the larger demand.

The importations from the United States are from California, Oregon, and Washington; the last, being cheapest, has the preference.

The following table gives the values of wheat flour imported from the different countries into Kobe for the first six months of this year, compared with the corresponding period of last year:

Country.	1900.	1901.
United States	\$343,458	\$234,071
Australia	10,603	4,161
British America	4,547	
Other countries	119	
Total	358,722	238,232

While the above figures show a decrease in the importations of American flour at Kobe for the first six months of 1901 compared with the figures of the corresponding period of 1900, they further show that the United States supplied 98 per cent of the aggregate imports for the period under review.

There are three grades of Australian flour imported here. No. 1 is a hard flour, quoted at \$3 a barrel, used for European consumption; No. 2, at 20 cents less, which is principally used for Japanese consumption and a small portion by the European bakers for mixing with

the better quality; No. 3, at \$2.55, which is the lowest grade and sold exclusively for Japanese consumption. These quotations are f. o. b. southern Australian ports, and for 200 pounds.

That quoted at \$3 per barrel is said to be better than the "Golden Gate" or "Crown" at \$3.25 f. o. b. Pacific coast. The lowest grade of Australian flour, at \$2.55 f. o. b. southern Australian ports, is sold in this market to compete with the lowest American production, but the American, being cheaper and whiter in appearance, has a larger demand.

The Australian flour is said to have more body to it than the American, the analysis showing 18 per cent more starchy substance, and yields more bread to the pound of the same grade, due to climatic influence and soil. The Australian wheat is principally grown in the interior and is like that of the Central States, while that grown along the seaboard is much like that grown on the Pacific coast.

Freights between Japan and the various Australian southern ports are lower than those from the Pacific coast by \$1.25 per ton, being \$3.75 per ton for the Australian ports, Sydney and Melbourne, and \$5 for the Pacific coast.

Notwithstanding the advantage Australia has in freight rates over America, she can not compete in the flour market on account of her uncertainty of supply, due to bad seasons and severe droughts peculiar to the wheat belt.

There are many small mills run by water power in Japan, and a few larger ones run by imported machinery, the production of which is a coarse grade which can not compete with the imported flour.

American flour maintains the lead over all other productions, first on account of cheapness, and, second, on account of certainty of supply.

What is known as "extra family flour," such as "Golden Gate" or "Crown," sells at \$3.25, f. o. b. Pacific coast, and is principally handled by the European bakers, the fancy grades being from 25 cents to 50 cents dearer.

This market requires a white flour, strong in gluten, to be used for bread, cakes, and macaroni.

There is a good market here for cheap grade flour, about \$2.45 per barrel, f. o. b. Pacific coast.

LUBRICATING OILS.

The demand for lubricating oil is increasing year by year with the general development of the country. Japan is now using modern machinery, and in consequence requires special oils and general oils of high grade.

Those handled in this market are all kinds of mineral lubricating, cylinder, engine, machine, dynamo, and spindle oils, besides a variety of special oils, such as air-compressor oil, oil for ice machines, etc.

American oils have practically no competition from other countries, the greatest rivalry being from the Japanese vegetable and mineral oils. Until a few years ago, the native mineral oil did not cut much figure in this market, but its production is steadily increasing; consequently competition from that source is growing. There is a strong prejudice among Japanese engineers in favor of the native vegetable oil for general use on the external parts of engines and machinery, so much so that in many cases, the best quality of American mineral

lubricating is considered as unfit for use without a fair trial, and often without a trial at all. In addition to the native product, large quantities of Ninchwang castor or bean oils are used, not because they are better than the American mineral lubricating oil, but chiefly from the prejudice arising out of long-continued use. The native mineral oil is of an inferior quality and, except where cheapness in price only is regarded, has not as yet succeeded in displacing American lubricating oil to any extent. The native product is improving, however, and in time will doubtless prove a more serious competitor.

The imports for the first six months of this year, compared with the corresponding period of last year, show a decrease of about 25 per cent. This, however, can not be taken as an indication of the state of trade, as deliveries are the only real test. For the period of this year under review, there has been a fair percentage of increase in deliveries.

The excess of imports of last year over the current year is due to importers ordering larger supplies than were required. They make requisition on their home offices for the quantities they anticipate will meet the requirements of the market, and if their anticipation is not realized, the surplus is carried over to the next year; hence a decrease is shown in imports for that year.

LEATHER.

In connection with this article, which is taken in large quantities from the United States, I would draw attention to the increasing importance of the boot and shoe trade, which is sure to make rapid progress in this country. Sole and upper leathers should be pushed with every possible effort in this market, and as the reputation of American goods becomes more general, the trade will be secured and largely increased.

WIRE NAILS.

These goods are imported from the United States and Germany, and at times, the competition is quite close. The United States products have been procurable at lower figures this year than those of Germany. In order that the American makers may hold the market, it is necessary that the quality of goods and method of packing should receive very close attention, as it is highly essential that the goods should arrive in perfect condition. Deliveries in Japan during the last six months have been rather poor, and at the present time, there is a good stock of nails on hand which are being disposed of with considerable loss to the importers.

BAR IRON.

Belgian No. 2 is mostly imported into Japan, and if the American makers can by any means meet the prices necessary to enter this field, a very large amount of business can be done. The specifications of sizes are numerous, but can be readily obtained on application to any of the prominent importing firms at this port.

Belgian iron is taken in bars, rods, angles, tees, plate, sheets, and hoops.

GALVANIZED SHEETS.

This article is worthy of the attention of American manufacturers. At the present time, English sheets are used exclusively, both in plain and corrugated form. Plain sheets should be packed 53 sheets in a skeleton case of 5 hundredweight, size being 6 by 3 feet. In galvanizing, if the liquor could be so composed as to prevent sweating, scum, or clouding during transit, a great advantage would be gained, as owing to this fault, serious difficulties have arisen with shipments of this article.

STEEL.

Much interest has been aroused in American steel, and with energetic efforts, there is every reason to believe that a good market can be created for the American product. Specifications are similar to those for Belgian iron.

MACHINERY.

The ability of the United States to produce machinery of all classes is universally admitted, but in order to induce sales of the same, exhibits of machines in actual operation are necessary. Particularly does this apply to medium-priced labor-saving devices, which would find ready sale if properly placed before the manufacturers in this country. Sales from catalogues only are next to impossible. There are many thoroughly reliable firms in Japan who would willingly devote attention to smaller machines, if liberal cooperation on the part of the makers were forthcoming.

HARDWARE.

Locks, door and window fittings, etc., are gradually being used to a greater extent in Japan, and are deserving of the close attention of American manufacturers. Nuts, bolts, rivets, screws, etc., have so far been mostly imported from England and Germany, but in these lines there is also room for sales of United States products.

PIG IRON.

Japan takes good quantities of English iron of "Red Car" and "Gartsherrie" brand; the former is quoted by importers at this date at 53½ pence (\$1.08) per picul of 133½ pounds; "Gartsherrie" about 10 pence (20 cents) per picul higher. American pig iron has been sampled in Japan and is very satisfactory, and if it could be laid down to meet the competition of English iron, good business would certainly be forthcoming.

ZINC SHEETS AND PLATES.

These are imported in very considerable quantities from England, the former being largely used as lining for cases in which matches are shipped, and known as No. 2 zinc sheet. It is packed in casks of 5 hundredweight.

Zinc plates for immersion in boilers are also used in good quantities.

WATCHES AND CLOCKS.

Waltham and Keystone watches are well known in this market, and their sale is increasing, but they still represent a very small proportion as compared with cheap Swiss watches.

Clock movements are imported and put into cases which are being made in Japan.

Efforts have been made to establish and work watch and clock factories in Japan, but the product of these has so far been poor and somewhat insignificant in quantity.

STEEL RAILS.

The price of steel rails determines the country from which they are to be imported, whether it be America, England, or a continental nation, as any one of these is able to produce rails to suit Japanese specifications.

Ordinarily, the price for American rails of weights from 50 pounds per yard up is lower than the quotations from any other country, but on light-weight rails, America has not as yet been able to compete to any great extent with continental or English prices. The rail orders given out in Japan are not large, as compared with orders obtained at home or in some other countries. Nevertheless, if the rail trade is to be kept upon a business basis, manufacturers must give it more attention than they have in the past. In some instances, manufacturers have refused to quote prices on account of pressure of other work. If they expect to maintain the rail trade, they must give the same attention to Japanese orders as they do to home orders, otherwise other countries will get a hold on the business which will work to the detriment of the American manufacturers.

LOCOMOTIVES.

A large majority of all locomotive superintendents in this section of Japan favor American locomotives. This is due partly to the fact that they can ordinarily be purchased at a lower price than the English locomotives; but a more important point, to which the progressive Japanese engineer gives great weight, is the fact that the American locomotives are up to date in every respect. A prominent road in this vicinity recently purchased 10 English locomotives, which were identically the same as a number of locomotives which they had purchased just ten years before. Such a statement can not be made of American locomotives.

There is no doubt, however, that the Japanese engineers prefer the finish given to English locomotives to that which they find on the American, as it is much better in every respect. This is not an essential point in the service which a locomotive will give, but nevertheless, has great weight with the engineers.

If the American locomotive manufacturers desire to increase their sales, they should send as their representatives here engineers who are thoroughly posted on every detail of the locomotives they are trying to sell.

KEROSENE OIL.

For the period under review, there has been a continual increase in deliveries of American oil, especially the "Atlantic" brand, which commands from 4 to 5 cents more per case of 10 gallons than any other

from America. Although the financial depression has been keenly felt in other lines of trade during this period, American oil deliveries showed a gain over last year, while deliveries of oil produced in other countries showed a decrease; and it should be noted that this gain was made while American oil was held at an advanced rate, "Atlantic" oil in good tins and case being quoted at 2.96 yen (\$1.47) to 2.91 yen (\$1.45) against bulk oil in second-hand tins at 2.43 yen (\$1.21) to 2.18 yen (\$1.09), which, taking the extreme, is a difference of 73 sen (36 cents) per case of 10 gallons.

The increased demand for American oil in this market has caused importers of Russian case oil to discontinue the importation of the "Anchor" brand.

Except for stocks on hand January 1, the imports of bulk oil were from Borneo, some being exclusively fuel oil.

International Oil Company, Limited.—This company was organized last year by representatives of the Standard Oil Company of New York, together with prominent Japanese capitalists, to exploit the native oil fields in Echigo and Hokkaido, the subscribed capital being 10,000,000 yen (\$4,980,000), and paid-up capital 2,500,000 yen (\$1,245,000). As the company only commenced to refine oil subsequent to June 30, no definite information is as yet at hand. At present, no product has been developed by the company. The crude oil produced by native companies is purchased and refined by this company, thus enabling them to supply a better illuminant in competition with Japanese companies. Their refinery is located at Naoyetsu.

New duty on kerosene.—After the six months' notice provided for by treaty, a new scale of import duty on kerosene oil went into effect on October 1, doubling existing rates. Old duty: 0.016 sen ($\frac{1}{4}$ cent) per gallon in cases, equaling 16 sen (8 cents) per case; 0.010 sen ($\frac{1}{4}$ cent) per gallon in bulk, equaling 10 sen (5 cents) per 10 gallons. New duty: 0.032 sen ($1\frac{1}{4}$ cents) per gallon in cases, equaling 32 sen (12 cents) per case; 0.020 sen (1 cent) per gallon in bulk, equaling 20 sen (10 cents) per 10 gallons.

Owing, however, to lower prices of crude oil in the United States, there was scarcely any fluctuation in prices at the time the new duty went into effect, and to-day, November 5, the market quotations of new duty-paid oil are: "Atlantic," 3.02 yen (\$1.50); "Chester," 2.88 yen (\$1.43), and bulk, 2.20 yen (\$1.10). The increase in price compared with quotations on June 30 is due more to the season of the year than to the new duty, as native dealers sell at a smaller profit in summer than in winter.

American brands of oil, varying only $2\frac{1}{4}$ cents per case of 10 gallons in six months, closed 73 sen (36 cents) above bulk oil, and yet deliveries showed an increase over last year. Bulk oil lowered $12\frac{1}{4}$ cents a case in six months trying to increase deliveries, but without success.

PACKING.

There has been much improvement during the last two years in packing goods in the United States destined for this port. It is said that those manufacturers who have had experience in foreign trade pack their goods well, some, in fact, better than European manufacturers.

There are others, however, who have had limited experience in packing for foreign markets, and it is this class who put up their goods

as they would for railway transportation in the United States, using wood much too light for the purpose, and, as a consequence, the articles reach the consignee in a damaged and broken condition, and when the claim for loss is made on the transportation company its plea is insufficient and insecure packing.

Machinery and other heavy articles often appear to be very badly packed. Manufacturers usually mark goods "Fragile" or "This side up with care;" this no doubt serves a good purpose in countries where the workmen can read these cautions, but here, where the coolies who handle the goods do not understand English, no attention is paid to the notice, and this is an additional reason why care should be taken in packing.

SHIPPING AT KOBE.

The following tables show the shipping of the several countries named entered and cleared at Kobe for the first six months of 1901, as compared with the corresponding period of last year:

Flag.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
STEAMERS.				
Japanese.....	347	489,399	335	475,692
Austrian.....	11	28,198	11	28,198
British.....	215	566,348	213	561,821
Danish.....	1	1,855	1	1,855
United States.....	28	66,388	28	66,626
German.....	58	211,185	58	216,508
Korean.....	3	658	3	658
French.....	28	55,933	28	55,933
Chinese.....	2	1,652	2	1,652
Norwegian.....	9	15,482	8	12,601
Dutch.....	5	10,655	4	8,316
Total.....	707	1,447,691	691	1,429,855
SAILING VESSELS.				
Japanese.....	4	70	1	86
British.....	4	9,871	5	12,410
United States.....	4	7,587	2	1,988
German.....	5	10,365	4	8,462
Total.....	17	27,893	12	22,926

RECAPITULATION.

Merchant vessels entered and cleared.

	1901.		1900.	
	Number.	Tonnage.	Number.	Tonnage.
ENTERED.				
Steamers.....	707	1,447,691	682	1,446,615
Sailing vessels.....	17	27,893	17	33,378
Total.....	724	1,475,574	699	1,479,993
CLEARED.				
Steamers.....	691	1,429,855	654	1,421,410
Sailing vessels.....	12	22,926	16	25,832
Total.....	703	1,452,781	670	1,446,742

JAPANESE SHIPPING.

During the last three years, the shipping of the Empire shows an increase of about 300 steamers, with an aggregate tonnage of some 100,000, there being in addition some 3,000 sailing vessels.

The increase in the number of large steamers is especially noticeable. In 1896, there was only 1 steamer said to be above 5,000 tons, while at present there are 201 steamers above this tonnage. The increase of large steamers is due to the expansion of the foreign services by means of subsidies.

According to the latest return made by the Nippon Yusen Kaisha, the company's fleet consists of 67 steamers, of which 23 are ocean liners. The aggregate gross tonnage of the fleet amounts to 204,045, the registered tonnage being 126,847. The total passenger accommodation is 556 first-class cabins, 155 second-class cabins, and third-class accommodations for 10,774 passengers.

An increase in the Seattle-Hongkong line of the Nippon Yusen Kaisha is reported, to meet the growing requirements of the trade between America and the Far East. Some time ago, the company decided to build 3 large steamers of 5,000 tons each to place on this line; 2 of these steamers are now on the line, the other is expected shortly. These 3 boats, with the 3 already on the line, will give a fortnightly service between Seattle and Hongkong, and as the new steamers are first-class in every respect, they will no doubt be well patronized. The ports of call from Seattle are Victoria, B. C., Yokohama, Kobe, Shanghai, and Hongkong. The fortnightly service commenced from June this year.

The Osaka Shosen Kaisha fleet of steamers, at the end of January, 1900, consisted of 81 steamers with an aggregate tonnage of 62,161, an increase of 17,168 tons as compared with the end of the preceding year. During last year, 3 steamers with an aggregate tonnage of 6,066 were built, and 13 with an aggregate tonnage of 7,611 purchased.

TRANSPORTATION FROM UNITED STATES.

Transportation from America compares favorably with that from Europe, for the reason that practically all goods shipped from the Atlantic States to Japan come here in English vessels. Shipments from the Pacific coast are partly made by American ships and partly by those of English and Japanese lines.

FREIGHT RATES.

Since last year, there has been no change in the rates of freight by steamers from this port to Pacific coast ports and thence by railroad to central points in the United States, the combination entered into by steamship and railroad agents in San Francisco last year having been strictly maintained.

Freights by steamers via Suez Canal to New York have also ruled steady, under the rate by steamer and railroad.

Sailing vessels to New York have been rather neglected, the bulk of the cargo heretofore carried by them having been directed to the steamer and railroad route.

Rates have been as follows:

Bills of lading by steamer to Pacific coast ports, \$5 per ton measurement.

Bills of lading by steamer to Pacific ports and thence by railroad to all central points in the United States, \$10 per ton measurement for general merchandise, $1\frac{1}{2}$ cents per pound for tea, and $1\frac{1}{8}$ cents per pound for matting. The rates for tea and matting are a fraction lower than last year, being one-fourth of a cent per pound less on the former and one-eighth of a cent on the latter.

Bills of lading by steamer via Suez Canal to New York, \$7.30, and sailing vessel to New York, \$4.87 per ton measurement.

BANKING.

There being no American banks in Japan, our business is done through the medium of English institutions, which are conducted as in England.

If there were American banking facilities in Japan, the probability is that the competition would be productive of good results to American trade.

JAPANESE INDUSTRIES.

SHIPBUILDING.

Kobe.—The first steamer built by the Kawasaki Shipbuilding Yard for the Nippon Yusen Kaisha (the largest steamship company in the Empire) was launched on the 22d of May this year. The vessel, which is qualified to receive the shipbuilding encouragement bounty, is built of steel and has a displacement of 1,100 tons. Her length over all is 180 feet, width 26 feet 4 inches, and her draft 13 feet. The engines are to be triple compound type, with an estimated horsepower of 700, which is calculated to give the vessel a speed of 11 knots.

The Kawasaki Dockyard Company launched another boat on the 28th of August, ordered by the Nippon Yusen Kaisha, which is also qualified to receive a bounty under the shipbuilding encouragement law, and is a single-screw steel vessel measuring 220 feet in length, with a tonnage of 1,700. Her draft is 14 feet 9 inches, and she will be fitted with triple-expansion engines of 1,000 horsepower. The contract speed is 12 knots.

Osaka.—In September last, the Osaka Iron Works Shipbuilding Yard launched the largest vessel yet built at Osaka. The vessel is of steel, and is for the Yangtse service of the Osaka Shosen Kaisha. She is a shallow-draft, twin-screw steamer, with a gross tonnage of 2,200, and built to the highest class of the Japanese Board of Trade. Her length is 269 feet, depth 25 feet 3 inches, and beam 40 feet. She is to be fitted with two sets of triple-expansion engines, with an estimated horsepower of 1,200; her contracted speed is 11 knots.

LOCOMOTIVE ENGINE.

Osaka.—The Railway Carriage Manufacturing Company of Osaka has constructed a locomotive engine of about 31 tons in weight, with a boiler capacity to attain a speed of 30 miles an hour, which was given an official trial on the 18th of September with satisfactory results, and has been purchased by the Formosan authorities as agreed.

The cost is estimated as over 10 per cent below those imported, and when the freight from Europe and America is included, the cost is claimed to be still further reduced.

It is stated that Japanese experts are of the opinion that the engine will prove as durable as those imported from abroad.

CAMPBOR REFINING.

The construction of an additional building to the Kobe branch of the Formosan camphor bureau at Ono (Kobe) and the improvement of machinery and plant having been completed, operations of refining camphor have commenced.

IRON PIPE.

The Osaka Iron Works during the first part of this year made and delivered 1,500 tons of iron pipe for the Osaka city waterworks, and received a further order for the same quantity, to be delivered not later than the end of September this year. It is stated that the works are in position to supply some 15 tons a day.

GLASS.

Formerly, much broken glass was imported into Japan from Europe and America, but this has since ceased to be an article of importation.

The Japanese are now making glass from raw material, from which electric lamps and other simple goods are manufactured, the window glass and plate glass being imported.

Several attempts have been made by the Japanese to produce plate glass, but so far they have failed.

WAREHOUSING.

The Mitsui Bank has recently commenced its own warehousing business at Onohama (Kobe), where it has a landing stage, commodious sheds, and solid brick warehouses covering about 5 acres, thus offering every facility for landing, transportation, and shipment of goods, etc.

This enables the foreign firms in Kobe to dispense with much of the private go-down system, to their own advantage in reduction of expenses and minimizing trouble, and to the advantage of the city in general.

COTTON SPINNING.

Osaka.—Owing to the limited supply of raw cotton and the want of operatives, the companies have been prevented from increasing their production of yarn to meet the increased demand, and complaints are now heard of a slackness of supply. The demand for home consumption has suddenly advanced, in consequence of the improvement of trade in the interior, due to the success of the rice crop.

The companies are now trying to enlarge the number of operatives, with the object of increasing the production of yarn. The number now engaged is 10 to 20 per cent more than the number employed during the summer, but owing to the scarcity at present in the supply of raw cotton and the pooriness of the quality of that obtainable, the production has not increased in proportion.

PRINTING.

The Oriental Printing Company, Limited, is located on the outskirts of Kyoto, where a large piece of ground has been secured and lofty and roomy workshops erected, an enterprise established specially for the making and printing of cigarette boxes.

All the machinery is of the latest type and mostly imported from the United States, one or two special machines, however, being from Germany. The machinery is driven by an electric motor. There are two foreign printers employed, and one foreign lithographic artist.

The capital of this undertaking is said to be two-fifths American and three-fifths Japanese, while the business is conducted on American principles.

PURE MILK.

The Kobe Gyunyu Mekkin Goshi Kaisha (milk bacilli destroying company) has recently erected and opened to the public well-fitted premises for the purpose of supplying the city with pure milk.

The machinery employed was imported from Germany, and is said to be of the most modern type.

To avoid adulteration, the company will have no agents, and the milk will be supplied direct to consumers.

NEW PAPER MILL.

The paper mill at Takasago, which is 33 miles from Kobe, having been completed, the machinery was tested on the 6th of May, and on the 17th of the same month some paper was made.

The machinery of the mill is intended to turn out some 23,000 pounds of paper in twenty-four hours.

The Kobe Paper Mill has been incorporated with the mill at Takasago and the new mill will be called The Kobe Paper Mill at Takasago.

KYOTO EXHIBITION.

An exhibition of Japanese manufactures and products, supported by the cities of Kyoto and Osaka and twenty-four adjoining prefectures, was opened at Kyoto on the 12th of September this year, with the view of encouraging home industries.

MISCELLANEOUS.

CHANGES IN CUSTOMS DUTIES.

Alcohol.—Changed from 250 per cent ad valorem to specific duty of 42 sen (21 cents) per liter (0.2642 gallon).

Petroleum.—In tanks, 1 sen ($\frac{1}{4}$ cent) per gallon; in casks, 10 per cent, and in tins, 1.6 sen ($\frac{1}{4}$ cent) per gallon; changed to 2 sen (1 cent) per gallon in bulk, and 3.2 sen ($1\frac{1}{4}$ cents) per gallons in tins.

All manufactured tobacco and snuff.—Changed from 100 per cent to 150 per cent.

Beer, porter, and stout.—Changed from 25 per cent to 10.4 sen (5.17 cents) per liter (0.2642 gallon).

These changes to take effect on and after October 1, 1901.

CUSTOMS BROKERS.

The customs brokers law which took effect on and after July 1, this year, provides that the personal status of an applicant shall be verified by the mayor of the port where the applicant is to carry on business.

Those who desire to be customs brokers must obtain licenses from the director of customs controlling that district, and must deposit money or negotiable security as a guaranty of good faith, according to the rate determined by the minister of finance; but the amount of security must not be less than 5,000 yen (\$2,490).

The brokers are to fix their rate of charges and obtain the approval of the local superintendent of customs.

Any infringement of the regulations will render the broker liable to a fine not exceeding 1,000 yen (\$498).

CERTIFICATES OF ORIGIN.

I would especially draw the attention of exporters to the fact that certificates of origin are required for a large number of articles imported into Japan. With this certificate, the duty is levied according to the conventional tariff, and, under the "most-favored-nation" clause, at the lowest rate obtained by any of the countries with whom treaties have been made. Without this certificate, the duty is charged at the statutory tariff rate, which is in every case higher than the conventional.

Among the articles coming under this condition are clocks, locomotives and parts thereof, printing machinery, condensed milk, buttons of all kinds, hats, certain chemicals and dyes, paints, glass (plain and manufactured), leather, pig iron, rails, and several other metals, candles, printing paper, sugar, cotton yarn, etc. In making shipments, it would be advisable to consult the official tariff compilation, which may be seen at the office of any of the Japanese consulates.

METRIC SYSTEM.

The Japanese have not abandoned their old weights and measures in favor of the metric system, but have legalized the employment of the two methods of reckoning side by side, with the proviso that the Japanese weights shall be taken as the standard.

The metric system has not come into general use, as the Japanese prefer their old style.

Japanese engineers, mechanics, artisans, and merchants understand the English weights and measures, but they invariably calculate by their own method.

REMARKS.

Depression in trade.—There has been much depression in business circles here this year. Commerce has suffered heavily by reason of the Chinese troubles. Until recently, it was growing in that country by leaps and bounds. The disorganization of trade in China due to the disturbances of the last twelve months has proved a very heavy blow to Japanese industrial prosperity.

During 1899 and the early part of last year, trade at this port showed much activity; markets were good, and in consequence delivery was readily taken. After the outbreak of the China troubles, the favorable

conditions underwent a rapid change, causing complaints of increased depression, of full godowns, and refusals to take delivery on a falling market.

Japan, with her inadequate means, is very sensitive to any change in the condition of business. The wave of prosperity appears to reach her last and it often recedes from her first, and her present financial status is therefore a most natural one.

Improvement in trade.—There has been an improvement, however, in the delivery of goods since the latter part of September. Godowns which were packed to overflowing for months past have begun to empty, and deliveries are being taken of goods which, it seemed a little while ago, could only be cleared by declaring the contracts canceled and selling at auction. There are two reasons for this activity—depletion of stocks and an increase in the demand from the interior.

So long as there was doubt as to the outturn of the rice crop, business continued inactive, but this doubt having been removed, the farmers are anticipating their receipts by expending their hoarded savings in the purchase of articles that they would have done without, if the crop had proved deficient.

A few months ago, there were but few new contracts, and it was difficult to obtain the payment of money that had fallen due. There is a change in this respect already. Trade is improving. Many new contracts have been signed since September last, and prompt payment is being made on old contracts. It is also observed that gold, which had almost disappeared from circulation, is again being used in ordinary transactions, which indicates that less specie is now required to pay Japan's indebtedness abroad. The present signs indicate a gradual passing away of the depression from which Japan has long suffered. China, Japan's principal market, appears to be gradually settling down. The result is that her exports continue steady and her excess of imports over exports is being reduced.

It is the agricultural interest in Japan that is the real backbone of the country, and it must remain so until she has extended and improved her manufactures.

SAMUEL V. LYON,
Consul.

HIOGO (KOBÉ), JAPAN, *November 7, 1901.*

FORMOSA.

For the year 1900, the general trade of the island, as compared with 1899, remains about stationary. Exports show no great tendency to increase, but imports in many lines show some growth. If we exclude the import of rice for the two years mentioned, the total trade shows an increase of about \$1,000,000. Including rice, we find a decrease of \$209,824. The principal features of the trade for the year under review are the increase of imports via Japan and the enlarged consumption of American oil.

It is necessary to mention that the trade of Formosa passes through two channels. There is the trade with China and foreign lands via China and Hongkong, which passes through the customs and is recorded by them, and the free trade (with the exception of a few articles) with Japan and foreign countries via Japan, which is recorded in the harbor returns.

IMPORTS.

Imports for 1900, from or via Hongkong and China, as given in the customs returns, show a decrease of \$350,063 as compared with 1899. This is due wholly to the abnormal import of rice during 1899, brought in to meet the unusual demand caused by a local crop failure. If we exclude rice from the returns of 1899 and 1900, we find an increase in imports of \$212,488. Imports for the same period from or via Japan show an increase of \$310,712. There is thus a total increase (excluding rice) of \$523,200.

It is interesting to note that the import trade is being gradually transferred to Japan, as shown in the following table:

	1896.	1897.	1898.	1899.	1900.
Imports from or via Hongkong and China ^a	\$4,315,501	\$6,829,649	\$8,439,596	\$7,135,294	\$6,785,331
Imports from or via Japan ^b	250,000	500,000	2,299,150	3,908,804	4,219,516
Total imports	4,565,501	6,829,649	10,738,745	11,044,098	11,004,847
Percentage Hongkong and China	95	93	79	65	62
Percentage Japan.....	5	7	21	35	38

^a Vide customs returns.

^b Vide harbor returns.

FOREIGN IMPORTS VIA HONGKONG AND CHINA.

The statistics following deal with the import of foreign goods via or from Hongkong and China.* With the exception of sugar, cement, and furniture, there are few goods of actual Hongkong origin imported. Hongkong being a large wholesale center as well as port of transshipment, foreign goods from England, United States, Germany, and other countries are often declared as of that origin, which accounts for the frequent appearance of Hongkong in the table following. Furthermore, foreign goods are frequently passed at the customs without a statement as to country of origin, which accounts for the fact that the share credited to the individual countries is often but a small fraction of the total import.

Articles.	1899.	1900.		Principal places of declared origin.
	Value in Japanese yen.	Value in Japanese yen.	Value in United States currency.	
Arms, clocks, watches, instruments, tools, and machinery:				
Balances, measuring scales, and tapes.....	1,790	926	\$463	
Clocks, standing and hanging...	6,011	4,107	2,064	Germany, \$1,782; England, \$229.
Cutlery	7,469	5,377	2,689	Germany, \$268; England, \$202.
Implements and tools of farmers and mechanics.	3,785	10,693	5,347	England, \$2,784.

*There are three items given in the table which cover articles that were not imported via or from Hongkong or China, namely: "Rails," 188,437 yen; "bolts and nuts for rails," 22,973 yen, which were received from the United States via Japan but are placed in these returns as they entered and paid duty at the Formosa port Takow; and "steam vessels" from England, 111,270 yen, this item being a small dredge shipped to Kelung and paying duty there.

Articles.	1899.	1900.		Principal places of declared origin.
	Value in Japanese yen.	Value in Japanese yen.	Value in United States currency.	
Arms, clocks, watches, etc.—Cont'd.				
Instruments and parts thereof....	2,322	2,885	\$1,198	
All machinery and parts thereof....	9,216	2,884	1,442	England, \$1,181.
Oil engines and parts thereof....	1,437	.....	.....	England.
Steam boilers, engines, and parts thereof.	5,077	4,007	2,004	Hongkong, \$1,687; England, \$271.
Total, including unenumerated articles.	39,709	38,099	16,550	
Beverages and comestibles:				
Biscuits.....		2,785	1,393	Hongkong, \$969; Germany, \$212.
Butter.....	8,659	3,223	1,612	England, \$1,274.
Coffee.....	1,757	1,145	573	Hongkong, \$345.
Confectionery and sweetmeats..	31,087	22,818	11,409	England, \$840; Hongkong, \$434. China.
Eggs, fresh.....	31,836	35,869	17,935	China.
Flour.....	331,807	355,641	177,771	United States, \$177,491.
Other meal and starches.....	35,956	27,601	13,801	China.
Fruits, fresh or dried, and nuts..	70,479	60,440	30,220	England, \$491; China.
Ham and bacon.....	3,589	4,657	2,329	England, \$615.
Condensed milk.....	41,263	39,711	19,856	England, \$16,740; Switzerland, \$2,936.
Pepper.....	6,352	6,758	3,379	French India, \$440; China.
Salt:				
Crude.....	51,602	110,136	55,068	China.
Refined.....	704	667	334	England, \$333.
Salted fish.....	153,723	82,201	41,101	China.
Salted meat.....	1,862	1,323	664	Do.
Tea.....	19,406	20,526	10,263	Do.
Vegetables, green or dry and salted.	37,841	30,362	15,181	Do.
Lily flowers.....	35,846	24,565	12,283	Do.
Beche de mer.....	1,088	2,525	1,263	Do.
Fungus.....	38,083	51,868	25,684	Do.
Mushrooms.....	996	1,268	629	Do.
Shellfish:				
A wabi.....	1,375	1,918	959	Do.
Oyster.....	4,120	3,561	1,781	Do.
Fish, cuttle.....	10,530	13,054	6,527	Do.
Shrimps.....	61,020	71,986	35,933	French India, \$13,831; United States, \$7,001; Australia, \$1,888.
Dried fish.....	11,112	7,610	3,805	French India, \$381.
Vermicelli.....	113,577	95,673	47,839	China.
Sago.....	5,848	6,721	3,351	British India, \$3,083.
Honey.....	.....	1,851	676	China.
Other comestibles.....	100,845	118,183	59,067	England, \$6,431; Hongkong, \$1,750; United States, \$947; Germany, \$876; France, \$799; French India, \$773.
Total, including unenumerated articles.	1,213,894	1,216,426	606,213	
Clothing and accessories:				
Boots and shoes.....	1,087	541	271	China.
Chinese.....	62,316	58,361	29,131	Do.
Unfinished.....	11,766	11,789	5,895	Do.
Brass buttons.....	.....	3,799	1,900	
Buttons.....	7,019	2,898	1,449	
Hats, caps, etc.....	3,810	2,854	1,177	
Socks and hose or stockings.....	3,519	2,374	1,187	England, \$998; Germany, \$369.
Trimnings.....	9,721	14,578	7,289	
Waterproof coats.....	.....	9,581	4,791	
All other clothing.....	12,010	11,533	5,767	Siam, \$792; England, \$200.
Total, including unenumerated articles.	111,772	118,398	59,197	
Drugs, chemicals, and medicines:				
Alum.....	390	6,096	3,043	China.
Biakuyutsu.....	1,295	3,732	1,866	Do.
Camphor Borneo and blumea or Ngai.....	2,736	2,666	1,333	British India, \$447.
Cassia or cinnamon bark.....	1,521	5,502	2,751	China.
China root.....	3,774	4,162	2,081	Do.
Cinnabar.....	2,155	1,508	752	Do.
Cinnamon.....	.....	1,152	576	Do.

Articles.	1899.	1900.		Principal places of declared origin.
	Value in Japanese yen.	Value in Japanese yen.	Value in United States currency.	
Drugs, chemicals, etc.—Continued.				
Cutch and gambier	2,806	6,778	\$3,389	French India, \$587; British India, \$411.
Ginseng	58,088	58,486	26,718	United States, \$13,722; Korea, \$6,410.
Licorice	3,557	3,985	1,968	China.
Morphine	1,839	5,051	2,526	England, \$2,525.
Opium for medical purposes (by Government)	2,775,809	3,892,602	1,696,901	British India, \$225,588; Turkey, \$42,975.
Putchuck	1,592	1,384	692	China.
Quinine	5,775	8,362	1,681	England, \$1,681.
Rhubarb	1,520	1,789	886	China.
Sojutsu	1,020	840	420	Do.
Tankwei	9,970	7,177	3,559	Do.
Wogon	1,288	1,485	743	Do.
All other drugs, chemicals, and medicines	156,848	156,358	78,192	England, \$2,418; French India, \$267; China.
Total, including unenumerated articles.	3,082,407	3,664,898	1,682,197	
Dyes, colors, and paints:				
Aniline dyes	7,581	9,672	4,886	Germany, \$4,689.
Indigo liquid	22,005	17,526	8,768	British India, \$307.
Head	4,679	4,077	2,089	England, \$827.
Mangrove bark	24,708	24,181	12,066	France, \$2,446.
Paint in oil	1,696	2,588	1,292	England, \$1,180.
Safflower	1,146	1,927	964	China.
Lacquer	7,239	7,617	3,809	Do.
Varnish	6,185	1,071	536	England, \$586.
Vermilion	6,822	5,708	2,852	China.
All other dyes, colors, and paints	2,899	8,788	1,692	Germany, \$164.
Total, including unenumerated articles.	79,770	79,166	39,588	
Glass and glass manufactures:				
Glass, window, uncolored	8,359	5,100	2,560	England, \$1,620; Belgium, \$578.
Glass, looking	3,212	3,400	1,700	England, \$240.
Glass manufactures (other)	6,719	8,367	1,684	England, \$480.
Total, including unenumerated articles.	18,291	12,945	6,478	
Grains and seeds:				
Beans, soja	107,848	112,150	56,075	China.
Others	46,118	41,277	20,689	Do.
Rice	2,564,968	167,882	83,691	French India, \$25,518; China.
Wheat	8,489	770	836	China.
Seeds, sesamum	24,890	22,016	11,008	French India, \$1,041; British India, \$201; China.
All other grains and seeds	6,968	8,896	4,418	
Total, including unenumerated articles.	2,778,729	352,940	176,470	
Horns, ivory, skins, hair, shells, etc.:				
Horns, deer	984	1,887	919	China.
Total, including unenumerated articles.	2,294	3,889	1,920	
Metals and metal manufactures:				
Iron and mild steel—				
Pig and ingot and slab	678	3,912	1,966	England, \$1,704.
Bar and rod	15,854	35,948	17,977	England, \$15,987; Belgium, \$2,084.
Rails		188,437	94,219	United States, \$94,205.
Bolts and nuts for rails		22,978	11,487	United States, \$11,287.
Plate and sheet	1,564	2,820	1,160	England, \$11,794.
Pipes and tubes	456	94,245	17,123	England, \$17,122.
Nails	15,232	11,188	5,567	England, \$4,722.
Screws	659	2,372	1,186	Germany, \$1,078.
Tinned plate or sheet	10,853	22,078	11,087	
Wire and small rod, plain	2,491	1,798	899	England, \$818.
Old iron	12,082	8,901	4,461	England, \$4,191.
Anchor and chain cables	1,898	225	113	
Pans	71,792	69,686	34,818	China.
All other manufactures	5,880	16,476	8,288	United States, \$5,781; England, \$2,808.

Articles.	1899.	1900.		Principal places of declared origin.
	Value in Japanese yen.	Value in Japanese yen.	Value in United States currency.	
Metal and metal manufactures—Continued.				
Steel, other than mild steel—				
Bar, rod, plate, and sheet....	1,695	6,469	\$3,735	England, \$436.
Needle, machine and sewing....	996	1,077	539	England, \$1,422.
Brass manufactures.....	5,128	3,628	1,514	Germany, \$635.
German silver wire.....	1,580	1,928	964	Australia, \$55,206.
Lead, pig, ingot, and slab....	98,904	111,080	55,540	England, \$2,749.
Lead, tea.....	6,903	5,498	2,749	England, \$381; United States, \$225.
Mercury or quicksilver.....	2,329	1,375	688	England, \$521.
Solders of all kinds.....		1,043	522	England, \$1,133.
Tin, block, ingot, and slab....	3,016	3,972	1,986	England, \$2,570.
Yellow sheet.....	4,758	2,570	1,785	
Foils and powder of metal....	14,261	35,773	17,887	
Utensils (including forks, spoons, table knives, etc.).	1,729	1,851	926	
All other metals, manufactures of.	15,430	12,567	6,284	Germany, \$18,000; England, \$856; Hongkong, \$392.
Total, including unenumerated articles.	308,869	619,622	309,811	
Oil and wax:				
Candles.....	4,494	3,416	1,708	England, \$833; Germany, \$681.
Oil—				China.
Bean and pea.....	26,972	84,500	42,250	England, \$654.
Castor.....	3,538	1,309	655	China.
Ground nut.....	95,549	45,430	22,740	United States, \$447,474; Russia, \$117,861; Dutch India, \$12,690.
Kerosene, in tins.....	694,217	1,156,052	578,026	Russia, \$21,502.
Kerosene, in tank.....		43,004	21,502	China, \$521.
Linseed.....	1,271	1,042	521	Do.
White wax.....	8,055	2,552	1,326	England, \$254.
Oil, tea.....	17,833	25,950	12,975	
All other oils and waxes.....	28,912	46,437	23,219	
Total, including unenumerated articles.	880,858	1,410,065	705,043	
Paper and stationery:				
Books.....	7,474	10,476	5,238	Germany, \$517; England, \$259.
Books, blank, printed blank, and printed blank forms.		1,893	947	
Paper—				China.
Chinese.....		307,825	153,913	Do.
Cigarette.....	4,334	2,089	1,045	Do.
Packing.....	9,087	2,467	1,234	
Tea-box.....	2,544	13,947	6,974	
Other.....	838,020	5,673	2,837	England, \$232.
All other stationery.....	12,274	12,158	6,079	
Total, including unenumerated articles.	374,110	356,971	178,486	
Sugar:				
Sugar.....	35,732	56,855	28,428	Hongkong, \$2,767.
Refined A.....	165,250	184,795	92,398	Hongkong, \$92,189.
Refined B.....	53,640	105,976	52,968	Hongkong, \$52,968.
Rock candy.....	15,725	16,745	8,373	China.
Molasses.....	13,497	15,601	7,801	
Total, including unenumerated articles.	283,897	380,004	190,002	
Tissues, yarns, threads, and raw materials thereof:				
Cotton, raw, ginned.....	68,430	76,024	38,012	China.
Yarns.....	7,756	2,587	1,294	British India, \$1,222.
Threads.....	20,108	15,880	8,940	England, \$6,354; Germany, \$274.
Drills.....	1,932	3,101	1,551	England, \$1,543.
Prints.....	10,850	8,143	4,072	England, \$3,905.
Sateens.....	90,833	157,060	78,530	England, \$70,130; Germany, \$3,588.
Velvets.....	2,594	8,866	1,933	England, \$1,633; Germany, \$300.
Shirting, gray.....	126,482	165,760	82,880	England, \$32,880.
White.....	221,843	293,556	146,778	England, \$146,773.
Dyed.....	15,694	19,577	9,789	England, \$3,245.

Articles.	1899.	1890.		Principal places of declared origin.
	Value in Japanese yen.	Value in Japanese yen.	Value in United States currency.	
Tissues, yarns, threads, etc.—Cont'd.				
T cloth.....	8,390	720	\$360	
Turkey-red cambrics.....	3,801	1,891	946	England, \$945.
Victoria lawns.....	2,816	3,069	1,530	England, \$1,529; Germany, \$766.
Cotton tissues, Chinese.....	611,611	669,637	344,819	China.
All other cotton tissues.....	46,421	56,676	28,338	England, \$28,181.
Woolen and worsted yarns.....	20,583	17,070	8,585	England, \$4,398; Germany, \$4,136.
Camlets, lastings and crape lastings.....	129,106	110,474	55,237	England, \$55,237.
Flannels.....	960	239	120	
Italian cloth.....	11,425	2,984	1,492	England, \$1,242.
Long ells.....	14,956	11,900	5,950	England, \$5,950.
Spanish stripes.....	3,851	5,249	2,625	England, \$2,624.
Woolen and worsted cloths.....	44,780	34,024	17,024	England, \$10,121; Germany, \$6,102.
Woolen and worsted cloths in part of wool.....	9,247	15,148	7,574	England, \$6,373; Germany, \$1,198.
Woolen edgings.....	13,565	8,398	4,699	Germany, \$2,972; England, \$1,225.
All other woolen and worsted tissues.....	20,629	3,138	1,569	England, \$525; Germany, \$340.
Silk threads.....		8,796	4,396	
Crape.....	1,385	586	293	
Pongee.....	1,567	425	213	
Satins, figured.....		2,338	1,169	
Silk satins.....	6,033	1,964	962	
Silk and cotton satins.....		1,678	838	
Other silk tissues.....	60,606	44,631	22,316	
Flax or linen canvas.....	1,259	169	85	
Linen tissues.....	6,230	15,120	7,560	
Linen and cotton tissues.....	89,324	101,361	50,681	
Grass cloths.....	203,997	165,523	82,762	China.
Blankets.....	38,413	28,837	14,419	England, \$12,199; Germany, \$2,153.
Gunny cloth.....	4,012			
Handkerchiefs, cotton.....	1,131	1,374	687	England, \$672; Germany, \$296.
Table cloths or covers.....	1,123	612	306	
Traveling rugs.....	1,059	668	334	
Yarns and threads unenumerated.....	29,708	12,469	6,235	England, \$229.
Ribbons and galloons.....	5,224	4,595	2,298	
All other tissues and raw materials thereof.....	40,026	35,701	17,851	England, \$226.
All other tissues, manufactures of.....	25,709	16,948	8,474	Siam, \$795; England, \$437; Germany, \$229.
Total, including unenumerated articles.	2,028,024	2,157,068	1,078,534	
Tobacco:				
Cigars.....	2,250	807	154	
Cigarettes, rolled in paper.....	1,448	87	44	Austria, \$1,044.
Tobacco, cut.....	449,381	84,755	42,378	China.
Tobacco, leaf.....	26,259	116,891	58,446	Do.
Total, including unenumerated articles.	479,960	202,043	101,022	
Wines, liquors, and spirits:				
Beer, ale, porter, and stout.....	12,205	299	150	
Brandy.....	2,224	163	82	
Champagne.....	1,674	921	461	England, \$318.
Medicated samshu.....	9,947	614	357	China.
Other Chinese liquors.....	50,526	5,465	2,738	Do.
Whisky.....	2,693	943	472	England, \$471.
Wines.....	3,186	2,296	1,149	England, \$462; Spain, \$404; France, \$277; United States, \$246.
All other spirits or distilled liquors.....	2,830	32	16	
Total, including unenumerated articles.	87,317	12,709	6,355	
Miscellaneous:				
Aloeswood.....	1,169	1,489	745	
Cattle.....	1,121	22	11	
Fowls.....	18,973	8,140	4,070	China.
Hogs.....	660,531	562,126	281,063	Do.

Articles.	1899.	1900.		Principal places of declared origin.
	Value in Japanese yen.	Value in Japanese yen.	Value in United States currency.	
Miscellaneous—Continued.				
Hogs, other	17	10,294	\$5,147	China
Bamboo	863	1,930	965	Do.
Charcoal	2,506	552	276	Do.
Cement, Portland	7,951	109,530	54,765	Hongkong, \$53,352.
Lard, tallow, and grease	56,011	38,547	19,274	China.
Pitch and tar	1,585	3,088	1,544	Do.
Tea-box boards	84,218	84,462	42,231	Do.
Timber and boards	529,170	538,182	269,091	Siam, \$347. China.
Stones	3,156	10,694	5,347	China.
Rattans	1,283	1,540	770	Do.
Bone, animal	17,524	1,686	843	Do.
Oil cake	38,242	97,552	48,776	Do.
Plants, trees, shrub, and roots	772	1,230	615	Do.
Gypsum	6,576	6,842	3,171	Do.
Sandalwood	8,075	4,216	2,108	Do.
Bamboo, manufactures of	58,115	5,575	2,788	Do.
Bricks and tiles	5,060	68,647	34,324	Do.
Brushes and brooms	597	6,334	3,167	Do.
Bicycles, tricycles, and parts thereof	2,230	1,088	544	United States, \$272.
Cordage and ropes of flax, hemp, jute, and China grass	37,272	1,745	873	Philippines, \$686.
Fireworks	19,328	54,406	27,203	China.
Furniture		18,832	9,166	Hongkong, \$3,334; England, \$940; Austria, \$363; Germany, \$224.
Fans	7,966	5,212	2,606	China.
Jewelry	1,860	1,732	866	Do.
Imitation of	2,487	7,082	3,516	Do.
Lamps, and parts thereof	15,377	9,809	4,905	Germany, \$1,967; United States, \$469; England, \$423; Hongkong, \$241.
Leather, manufactures of	6,161	5,619	2,810	
Caoutchouc and gutta-percha, manufactures of	81	2,552	1,776	England, \$1,273.
Joos sticks	64,043	71,819	35,910	China.
Mats and mattings	17,251	27,616	13,808	Do.
Mats, packing	48,628	26,840	13,420	Do.
Gunny bags	12,880	28,882	14,441	British India, \$264.
Paper foils	207,724	387,070	168,535	China.
Paper umbrellas	16,924	20,062	10,041	Do.
Cars or carriages, railway passengers, and parts thereof		2,940	1,470	England, \$1,470.
Cars, wagons, railway freight, and parts thereof		2,067	1,029	England, \$1,028.
Pictures	3,069	2,838	1,417	
Porcelain and earthenware	107,416	121,138	60,590	England, \$326.
Smokers' articles	4,092	5,160	2,589	Germany, \$446.
Toilet or dressing cases		1,306	653	
Trunks		1,676	838	Hongkong, \$318.
Soap:				
Toilet	3,235	821	411	
Washing	10,861	7,674	3,837	England, \$834; Germany, \$432.
Umbrellas, European	10,507	7,071	3,586	Hongkong, \$2,018.
Toilet or perfumed water, hair oil, and other cosmetics	3,315	2,558	1,279	England, \$761; Germany, \$658; United States, \$304.
Wood, manufactures of	13,580	12,511	6,256	Hongkong, \$603.
Glue	2,271	3,219	1,610	China.
Vessels, steam	47,667	256,126	128,068	England, \$111,270; Hongkong, \$16,883.
Vessels, sailing, and boats	18,251	7,814	3,907	
All other articles subject to duty	105,856	127,556	63,778	
Total, including unenumerated articles.	2,299,691	2,750,256	1,375,128	
Total foreign produce	14,009,588	13,369,964	6,684,962	
Import of native produce and manufactures (including Japanese products imported from foreign ports):				
Tea		1,285	643	
Tea, Oolong	80,857	27,217	13,609	
Fish, cuttle	27,912	11,485	5,718	Japan.
Shellfish, Kainobashira	3,657	4,256	2,128	Do.
Shellfish, awabi	7,296	2,118	1,069	Do.
Shellfish, oyster	5,780	9,994	4,997	Do.
Shrimps	8,290	3,243	1,622	Do.
Iriko or beche de mer	3,028	4,115	2,066	Do.

Articles.	1899.	1900.		Principal places of declared origin.
	Value in Japanese yen.	Value in Japanese yen.	Value in United States currency.	
Import of native produce and manufactures, etc.—Continued.				
Beer.....	5,467	25,998	\$12,999	Japan.
Fungus.....	6,278	2,282	1,141	Do.
Mushroom, shiitake.....	4,797	8,170	1,586	Do.
Rice.....	39,260	4,227	.....
Ginseng.....	4,806	4,227	2,114	
China root.....	1,203	128	64	
Other drugs, chemicals, and medicines.....	1,086	1,845	428	
Paper.....	167	1,245	628	Do.
All cotton tissues.....	5,408	59,228	29,612	Do.
Cotton yarns.....	1,859	1,287	619	Do.
Cotton flannel.....	927	8,625	4,413	Do.
Copper, plate and sheet.....	.....	6,417	8,209	Do.
Coal.....	2,893	1,896	686	
Lamps, and parts thereof.....	5,018	1,076	.....	Do.
Matches.....	82,996	9,164	4,582	Do.
Furniture.....	.....	2,032	1,016	Do.
Total native produce.....	263,508	200,698	100,849	
Total imports.....	14,273,092	13,570,663	6,785,832	

Especially noticeable in the above table is the increase in the import of crude salt, opium, kerosene oil, leaf tobacco, refined sugar, railway supplies, metals, and metal manufactures, and the decrease in rice, salted fish (Chinese), grass cloth, cut tobacco, and wine, liquors, and spirits.

In respect to the import from the foreign countries mentioned, for the years 1899 and 1900, Great Britain has an increase in cotton sateens, gray shirtings, white shirtings, bar and rod iron, and blankets, and a decrease in cotton prints, T cloths, long ells, nails, lead, woolen cloths, and lamps; Germany an increase in soap, lamps, porcelain, metal manufactures, clocks, woolen cloths, blankets, cotton sateens, and a decrease in miscellaneous products; Australia an increase in lead and a decrease in shrimps; Hongkong an increase in sugar, cement, and furniture, and a decrease in soap; French India a decrease in rice and an increase in shrimps; Belgium an increase in bar and rod iron; Switzerland an increase in milk; Korea a decrease in ginseng; Russia an increase in kerosene, and United States an increase in kerosene, flour, steel rails, bolts and nuts, and provisions.

The totals for the various countries (excluding Japan), as given by the following table, show that the value of imports from the United States, which in 1896 amounted to only about half that from Great Britain, and was only twice that from Germany, reached in 1900 a figure exceeding that of Great Britain and ten times that of Germany. Germany, for some unaccountable reason, has decreased her trade by more than half during the same period.

Value of imports from various countries via Hongkong and China.

Country.	1896.	1897.	1898.	1899.	1900.	
	Yen.	Yen.	Yen.	Yen.	Yen.	United States currency.
ASIA.						
China	4,094,390	7,363,550	10,108,058	6,299,751	5,995,498	\$2,967,747
Hongkong	290,613	411,101	951,197	415,200	610,155	305,078
British India	604,957	439,098	489,006	37,952	463,755	231,878
Russia in Asia	40,697	69,356	80,206	94,778	278,516	139,408
Annam and other French India	442,585	105,565	509,857	2,404,659	102,845	51,178
Dutch India			162,148	783	25,394	12,697
Korea	42,420	43,140	24,011	19,705	12,820	6,410
Siam	68,073	51,920	66,767	3,226	3,869	1,935
Philippines	17,751	18,405	14,608	7,991	1,637	819
Total	5,601,439	8,502,139	12,400,858	9,284,010	7,494,290	3,747,145
EUROPE AND AMERICA.						
United States	594,389	811,660	870,109	992,777	1,517,980	758,990
Great Britain	1,146,328	1,375,777	1,617,656	1,063,117	1,338,130	699,065
Germany	228,224	353,862	299,695	91,225	94,843	47,177
Turkey					86,951	42,976
Belgium	3,352	7,985	6,578	1,508	7,743	3,874
Switzerland	3,271	2,368	974	3,724	6,014	3,007
Austria	604	4,705	12,568	6,193	4,247	2,124
France	7,768	10,010	9,233	4,596	2,890	1,445
Total, including unenumerated countries	1,981,169	2,575,855	2,822,124	2,208,113	3,119,966	1,559,983
Australia	58,693	41,813	85,226	52,785	114,613	57,307
Other countries	989,697	1,539,488	1,569,732	2,737,119	2,841,793	1,420,897
Grand total	8,631,001	12,659,298	16,879,190	14,273,092	13,570,663	6,785,332

The increase in American trade shown in the above table has been chiefly confined to kerosene, flour, and railway supplies. The chief items for the past five years are given below:

Imports from the United States via Hongkong and China.

Article.	1896.	1897.	1898.	1899.	1900.	
	Yen.	Yen.	Yen.	Yen.	Yen.	U. S. currency.
Kerosene oil	316,454	629,080	472,041	599,474	894,948	\$447,474
Flour	215,23	211,305	334,962	334,491	354,982	177,491
Rails					188,410	94,205
Ginseng	93,429	51,437	41,958	26,845	27,444	13,722
Bolts and screws					22,574	11,574
Shrimps	576	2,650			14,002	7,551
Iron manufactures				14,080	7,562	3,781
Provisions	803	1,832	804	531	1,894	937
Miscellaneous	12,504	15,356	20,844	17,420	6,164	3,082
Total	594,389	911,660	870,109	992,841	1,517,980	758,990

The miscellaneous items mentioned consist of items under \$1,000 in value, and include lamps, cosmetics and perfumery, bicycles, mercury, ham and bacon, butter, condensed milk, California wines, confectionery, lumber, lubricating oil, traveling rugs, lard, furniture, scientific instruments, clocks, electric supplies, photographic instruments, fruits and nuts, groceries, wire nails, hops, cotton flannel, toilet soap, vaseline, quinine capsules, cotton thread, cotton drills, cotton underwear, alum, cutlery, watches, coffee, blankets, starch, corn meal, stockings, drugs, chemicals, patent medicines, glass manufactures, metal manufactures, wax, paper, pencils, stationery, tobacco, brandy, gin, brushes

and brooms, wooden ware, agricultural implements, phonographs, biscuits, towels, pumps and parts of, sewing machines and parts of, whisky, and books.

The above covers the imports of American goods as given in the customs returns. Several lines, such as groceries, canned fruit, condensed milk, watches and clocks, nails, California wines, patent medicines, blankets, lubricating oils, and corn flour arrive in comparatively large quantities, but as they are generally imported together with miscellaneous goods from Hongkong or England, they are often credited to these two sources in the customs returns. With a few exceptions, trade in the articles above mentioned could be increased. Especially should we have a larger share in the imports of condensed milk, butter, lamps, clocks, nails, and piece goods.

AMERICAN AND RUSSIAN OIL.

As will be seen by the table, oil and flour form the chief imports from America. Although the United States has no competition in flour, the enterprising agents for Russian oil are striving to increase their hold on the Formosa market. There is also a small import of Dutch (Sumatra) oil, which threatened at one time to assume important proportions. A large installation, with tanks for storing and apparatus for packing oil in tins, has been established for Russian oil at Tamsui, and thus oil can be supplied in either bulk or tins, as the buyer may desire. The American oil, which is practically all of the brand known as "Comet," arrives in tins which are protected by wooden cases, and is placed on the market by various local merchants, who obtain their supplies from Hongkong as required. There is, unfortunately, no one in the island specially interested in looking after this trade. Though Russian oil sells at a figure considerably under the price obtained for American oil, the latter still has the largest sale, as is shown by the following table:

	1896.	1897.	1898.	1899.	1900.
United States.....	\$158, 227	\$264, 540	\$236, 020	\$299, 737	\$447, 474
Russia.....	20, 349	84, 598	40, 103	47, 372	139, 353
Dutch India.....	6, 759	64, 697	80, 956	.....	12, 690
Total.....	185, 335	387, 845	357, 079	347, 109	599, 527
Percentage, American oil.....	87	73	66	87	75
Percentage, Russian oil.....	10	9	11	13	23
Percentage, Dutch oil.....	3	17	23	.....	2

The Russian oil imported is not all consumed in Formosa. Junks plying between the island and certain Chinese ports sometimes take out small shipments to fill space, the profit from each transaction being trifling. Thus, during 1900, Russian oil to the value of \$27,416 was exported.

IMPORTS FROM OR VIA JAPAN.

As shown under the heading "Imports," given above, this trade is growing rapidly, and promises, with the completion of the Kelung harbor improvements, to eclipse the Hongkong and China trade. Large quantities of foreign goods arrive by this route, but as no statistics except those giving a partial list of articles with their approximate values are available, it is impossible to learn the share each country has in this trade. Judging from the wares one sees

exposed for sale in the shops or carted through the streets, and excluding Japan, which has by far the greater part of the trade, the United States, Germany, and Great Britain are the countries chiefly interested, and in volume of trade range, I believe, in the order named.

Of American goods (excluding shipments of material for large government undertakings, for which I will give figures presently), I have found for sale watches, firearms and ammunition, rubber goods, oil stoves, sewing machines, perfumes and soaps, celluloid novelties, lubricating oils, dental supplies, leather, confectionery, typewriters, lamps, blankets, stationery, hats and caps, hardware, California wines, canned goods, groceries, tobacco, patent medicines, milk, acetylene apparatus, photographic supplies, and clocks. German chemicals have a large sale, and the total import of these must reach to a considerable figure. German cutlery, cheap jewelry, and scientific instruments are also found. England is represented by paints, milk, toilet articles, chemicals, books, hardware, and hats and caps, and practically all the photographic plates and papers used by the professional photographers throughout the island are of English manufacture. France is represented by perfumes, soaps, and wines.

The following table gives some of the principal articles of import via this route, but the values given are not necessarily accurate, for the reason that declarations as to character of goods are not obligatory, and exporters and consignees find it often more convenient to state their goods merely as "miscellaneous." Unfortunately, foreign goods are generally brought in under this heading.

Imports from and via Japan for 1900.

Article.	Value.		Article.	Value.	
	Yen.	United States currency.		Yen.	United States currency.
Timber, lumber, boards, and plank.....	1,220,449	\$610,225	Earthen pipe.....	20,646	\$10,323
Sake.....	625,805	312,908	Tea.....	20,252	10,128
Railway materials.....	617,520	308,760	Nails.....	20,082	10,016
Rice.....	545,410	272,705	Dry bonito.....	19,928	9,964
Tobacco.....	512,585	256,298	Jinrikishas.....	18,657	9,329
Silk and cotton tissues.....	367,128	183,564	Coal.....	16,804	8,402
Cement.....	242,522	121,261	Wine.....	15,572	7,786
Beer.....	212,470	106,235	Books and printed matter.....	10,227	5,114
Matches.....	210,121	105,061	Sugar.....	8,541	4,271
Machinery.....	144,104	72,052	Lime.....	7,725	3,868
Soy.....	132,943	66,472	Liquors, other than wine.....	5,702	2,851
Fish, salted and dried.....	125,405	62,708	Cattle.....	5,510	2,755
Provisions, tinned.....	123,240	61,620	Clothing and accessories.....	4,074	2,037
Metals and iron, manufactures of.....	118,123	59,062	Miscellaneous domestic.....	3,892	1,946
Paper.....	118,005	59,008	Boats and vessels, steam.....	3,810	1,905
Drugs and medicines.....	100,340	50,170	Charcoal.....	3,792	1,896
Bricks and tiles.....	86,686	43,343	Confectionery and sweetmeats.....	3,489	1,745
Oils, other than kerosene.....	82,854	41,427	Mats.....	3,157	1,579
Provisions, dried.....	79,007	39,504	Iron tubes.....	3,085	1,518
Provisions, salted.....	75,524	37,762	Hogs.....	2,908	1,454
Miso.....	58,673	29,337	Miscellaneous tissues, manufactures of.....	2,851	1,425
Glass and glass manufactures.....	58,107	29,054	Safes.....	2,670	1,335
Fish, cuttle.....	47,835	23,918	Clocks, watches and accessories.....	2,420	1,210
Grains.....	44,384	22,187	Umbrellas, Japanese and European.....	2,180	1,090
Porcelain and earthenware.....	40,867	20,434	Soap.....	2,178	1,089
Shoes.....	40,553	20,277	Vinegar.....	2,141	1,071
Raw iron.....	39,858	19,927	Beche de mer.....	2,118	1,059
Oil, kerosene.....	37,490	18,740	Furniture.....	1,765	883
Gunpowder.....	27,156	13,578	Vermicelli.....	1,275	638
Beans, pease, and pulse.....	35,248	17,624	Unenumerated articles.....	1,964,266	977,133
Stones.....	30,560	15,280			
Metals, manufactures of.....	24,884	12,442			
Vegetables and fruits.....	24,736	12,368			
Lacquered ware.....	21,306	10,653			
			Total.....	8,489,082	4,219,516

The trade covered by the above table is divided among the several Formosan ports as follows:

Keelung.....	\$3,253,274
Anping.....	483,534
Takow.....	308,126
Tamsui.....	101,878
Makung (Pescadores)	67,706

EXPORTS.

The total export trade of Formosa for 1900 shows, when compared with the returns for 1899, an increase in many lines, though there is a decrease in the total value amounting to \$87,450. The Hongkong route shows a loss of \$270,814 and the Japan route a gain of \$183,262. As with imports, much of the export trade is being transferred to Japan. The following statistics demonstrate this point:

	1896.	1897.	1898.	1899.	1900.
Exports to and via Hongkong and China.....	\$5,701,118	\$6,379,647	\$6,413,495	\$5,556,456	\$5,285,642
Exports to and via Japan	742,988	1,219,894	2,072,867	1,941,016	2,124,278
Total exports.....	6,444,101	7,599,041	8,486,462	7,497,473	7,409,920
Percentage—Hongkong.....	0.89	0.83	0.76	0.74	0.71
Percentage—Japan.....	.11	.17	.24	.26	.29

The exports to Japan during 1898 were abnormally large, owing to the unusual shipments of rice to supply the demand created by a failure of the Japanese rice crop for that year.

The chief articles of export, both to Hongkong and China and to Japan, are shown in the following table. (The statistics for the trade via Hongkong and China are from the customs returns, and the Japan trade from the harbor returns.)

Principal articles of export, including shipments to Japan.

Articles.	Export to and via Hongkong and China for 1900. (Yen.)	Export to and via Japan for 1900. (Yen.)	Total for 1900.		Total for 1899 (United States currency).
			Yen.	United States currency.	
Tea:					
Oolong	4,186,702	493,016	4,679,718	\$2,339,859	\$2,567,453
Pouchong	680,948	.....	680,948	315,474	286,172
Bancha, dust, and stalk	14,159	.....	14,159	7,080	6,264
Total tea .....	.....	.....	5,324,825	2,662,413	2,879,891
Camphor	1,385,645	945,833	2,331,028	1,165,514	1,021,021
Camphor oil .....	.....	962,643	962,643	346,322	558,779
Total camphor .....	.....	.....	3,023,671	1,511,836	1,559,799
Rice	2,276,313	93,118	2,869,431	1,684,716	660,704
Sugar	670,244	1,537,887	2,208,081	1,104,041	1,666,468
China grass and other fibers (excluding pineapple and jute)	364,654	381	369,085	184,518	149,208
Turmeric	128,732	20,939	149,671	79,836	64,455
Coal	135,927	.....	135,927	67,964	93,746
Oil cake	77,208	.....	77,208	38,602	51,646
Sweet potatoes and other vegetables	41,817	32,866	74,683	37,342	4,010
Hides or skins, undressed	18,002	57,068	70,068	35,032	37,225
Oil, kerosene	67,358	.....	67,358	33,676	20,106
Sesamum seeds	61,341	713	62,054	31,027	15,569

Principal articles of export, including shipments to Japan—Continued.

Articles.	Export to and via Hongkong and China for 1900. (Yen.)	Export to and via Japan for 1900. (Yen.)	Total for 1900.		Total for 1899 (United States currency).
			Yen.	United States currency.	
Salt.....	.....	49,958	49,958	\$24,979	.....
Beans, peas, and pulse.....	47,241	.....	47,241	23,621	20,773
Lung-ngans.....	45,620	.....	45,620	22,810	80,721
Sulphur.....	16,686	26,901	43,487	21,744	6,410
Wheat.....	28,313	.....	28,313	14,157	12,813
Opium, for medicinal purposes.....	26,406	.....	26,406	12,708	16,567
Bamboo sprouts, dried.....	22,795	.....	22,795	11,398	10,789
Beer.....	19,988	.....	19,988	9,994	1,509
Pineapple fibers.....	18,470	.....	18,470	9,235	8,280
Rattan.....	17,373	.....	17,373	8,687	7,839
Hemp (gute), fiber and ribbons.....	14,530	.....	14,530	7,265	8,697
Pith paper.....	13,509	.....	13,509	6,754	7,693
Shells.....	.....	8,882	8,882	4,416	.....
Matches.....	8,087	.....	8,087	4,044	1,820
Indigo seeds.....	6,457	.....	6,457	3,229	635
Miscellaneous dyes.....	6,325	.....	6,325	3,163	256
Rape seeds.....	6,146	.....	6,146	3,073	32
Grass seeds fertilizer.....	5,999	.....	5,999	2,999	213
Pith.....	5,499	.....	5,499	2,749	2,300
Dendrobium (dye).....	3,207	.....	3,207	1,604	.....
Floor mats.....	3,066	.....	3,066	1,033	1,717
Buffalo and cow horns.....	1,811	.....	1,811	906	1,441
Timber.....	.....	1,448	1,448	724	2,846
Unenumerated articles.....	451,437	16,763	468,160	234,080	3,801,887
Total.....	10,571,285	4,248,567	14,819,842	7,409,921	7,497,472

EXPORT NOTES.

The above table shows an increase in the export of 23 articles, and a decrease in 13. The decrease in the total is due wholly to tea, which shows a loss of 434,948 yen (\$217,474). This decrease represents a loss in value rather in quantity; in fact, the returns for 1900 show a larger export than for 1899; the prices ruling during 1900, however, were very low.

Excluding tea, we find a total increase in exports for the year under review, as compared with 1899, of 260,048 yen (\$130,024). The gain was chiefly in rice, camphor, china grass, turmeric, vegetables, sesamum seeds, salt, beans, peas and pulse, sulphur, wheat, miscellaneous fibers, rattan, dyes, and seeds.

TEA.

The quantity of tea exported during the past two years via China and via Japan is as follows:

Description.	1899.	1900.
	<i>Pounds.</i>	<i>Pounds.</i>
Oolong, via China.....	15,336,067	14,583,229
Oolong, via Japan.....	809,424	1,507,824
Pauchong, to and via China.....	2,918,244	3,240,306
Bancha, to and via China.....	61,350	78,614
Dust, to and via China.....	166,072	177,431
Dust, to and via Japan.....	.....	111,420
Stalk, to and via China.....	82,098	81,635
Total.....	19,706,587	19,913,816

GOLD.

There is one important item of export, ranking in value next to sugar, which is not included in the table. I refer to gold. The auriferous deposits in the northeast of the island have yielded yearly increasing returns. There are at present two quartz mills controlled by Japanese companies, and thousands of Chinese are engaged in placer mining. The total output for 1900 exceeded 1,000,000 yen (\$500,000) in value. Only a small quantity of this gold passes through the customs.

CAMPHOR.

The Government monopoly of this article has not proven the success that was anticipated. At the time the monopoly was proposed, some three years ago, the production of camphor in Japan had decreased until it had ceased to constitute a factor in the trade, and Formosa was supplying the world. This was due to the fact that the camphor trees in Japan easily available for manufacture had been almost entirely consumed. The institution of the Formosa monopoly, however, with the greatly increased prices established, stimulated the production in Japan, and camphor makers there found, under the new conditions, that it was well worth their while to seek out the remaining trees. They even went to the extreme of purchasing trees growing in private gardens and temple compounds, and also of digging up the stumps and roots of trees cut down years before. This increased the Japanese production to such an extent that merchants handling this supply found they could sell under the monopoly prices and still make a profit. This naturally interfered with the sale of Formosa camphor, and may necessitate a lowering of price in order to meet this unexpected competition. It is anticipated, however, that early in 1902, at the next session of the Japanese diet, the Formosa government will be able to obtain the passing of a bill which will give it control of both Japan and Formosa camphor. Even should favorable legislation not be obtained, it is stated that the Japanese competition will not be of long duration, as forest experts believe that the few trees remaining will be practically exterminated within three or four years.

SUGAR.

The Formosan government has recently been turning its attention to the manufacture of sugar. It is believed this product has a great future in Formosa. At the time of the occupation of the island by the Japanese, it was hoped that the growing of cane would be so encouraged that the needs of Japan would soon be almost wholly supplied from Formosa. There was, consequently, much talk of modern mills and refineries, but none materialized. The year 1900, however, recorded the adoption of an aggressive policy. The government announced its intention of granting, for five years, to any company erecting a modern sugar factory an annual subsidy of 6 per cent on the capital invested; and the agricultural stations through the island began to give special attention to improving the cane. A company with \$1,000,000 yen (\$500,000) capital was organized in Japan, with the Mits[u]m Bussan Kwaisha as general managers, to take advantage of the government's offer, and a factory has been erected at Koshito, a village in the center of the sugar industry, on the Tainan-Takow

branch of the Formosa railway. Sugar cane from Hawaii is being introduced to replace the native cane, which yields a comparatively small amount of sugar. The government hopes to induce the native sugar farmers to use modern crushing mills, and it intends to import a number of sample mills from America. As a result of these improvements, the export of sugar will doubtless be increased.

PORTS OF FORMOSA.

The trade of the island largely passes through three ports. Imports from Japan generally arrive at Kelung, and between that port and the Japanese mainland are two Japanese lines, running about 10 steamers of from 2,000 to 3,400 tons each, which usually make 12 trips a month. There are coasting steamers running from Kelung to the different ports of the island, but there are no lines to foreign ports. Imports from China and Hongkong arrive at Tamsui in the north and Anping in the south, and there are four steamers (under 1,000 tons) regularly engaged in this trade. The other ports of the island are chiefly interested in the coasting trade or in the junk trade with China.

The volume of trade passing through the different ports is as follows:

Volume of trade passing through the several ports of Formosa.

Port.	Exports to Hongkong and China.	Exports to Japan.	Total ex- ports.	Imports from Hong- kong and China.
Tamsui	\$3, 272, 415	\$56, 056	\$3, 329, 471	\$4, 416, 534
Kelung	60, 685	1, 221, 594	1, 282, 279	377, 447
Anping	524, 919	324, 226	849, 144	944, 595
Takow	162, 751	521, 437	684, 188	255, 417
Tokatsukutsu (Thaw-kak-kut)	546, 898	.....	546, 898	159, 849
Rokko (Lokiang)	258, 614	.....	258, 614	199, 411
Toeski (Tang-chio)	158, 735	.....	158, 735	112, 390
Bako (Makung)	41, 743	966	42, 709	70, 386
Kakoko (Eh-a-kau)	67, 994	.....	67, 994	65, 954
Kiuko (Kukang)	60, 430	.....	60, 430	69, 296
Toko (Tang-kang)	55, 054	.....	55, 054	59, 566
Koro (Aulang)	49, 409	.....	49, 409	44, 386
Total	5, 285, 643	2, 124, 279	7, 409, 921	6, 785, 332

Port.	Imports from Japan.	Total im- ports.	Grand total.
Tamsui	\$101, 879	\$4, 518, 412	\$7, 847, 883
Kelung	3, 258, 273	3, 685, 725	4, 918, 004
Anping	488, 535	1, 428, 180	2, 277, 274
Takow	308, 124	573, 541	1, 257, 729
Tokatsukutsu (Thaw-kak-kut) .....	.....	159, 849	706, 741
Rokko (Lokiang) .....	.....	199, 411	458, 025
Toeski (Tang-chio) .....	.....	112, 390	271, 125
Bako (Makung)	67, 705	138, 091	180, 720
Kakoko (Eh-a-kau) .....	.....	65, 954	158, 949
Kiuko (Kukang) .....	.....	69, 296	129, 726
Toko (Tang-kang) .....	.....	59, 566	114, 720
Koro (Aulang) .....	.....	44, 386	93, 795
Total	4, 219, 516	11, 004, 849	18, 414, 768

SHIPPING.

The shipping of the island shows a steady increase in its tonnage, the most notable feature being the gradual absorption by the two Japanese lines, Nippon Yusen Kaisha and Osaka Shosen Kaisha, of

the carrying trade, which has been rendered possible by the substantial subsidies paid by the Formosan government. The Douglas Steamship Company, an English line, which, since the year 1871, has been closely associated with the trade of Formosa, has unfortunately found competition with the subsidized lines unprofitable, and has consequently withdrawn several of its steamers. The shipping between Formosa and Japan is wholly controlled by the Japanese, and the British company is at present interested in only the Tamsui line, which connects the north of the island with Amoy, Swatow, and Hongkong. Much of the Formosa tea is shipped over this route to Amoy, and the foreign merchants very wisely offered, during the year under review, sufficient freight at advanced rates to justify the British company in running one of its steamers. It is to be hoped that this support will be continued, for, although merchants have received very satisfactory service from the Japanese line, it is preferable that no one line be given a monopoly of this trade.

Clearances for foreign ports for five years (excluding Japan).

Merchant steamers.	1896.		1897.		1898.		1899.		1900.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Japanese, from Tamsui.	1	175	8	3,090	9	5,376	41	30,696	59	46,015
British, from Tamsui...	91	59,938	85	59,606	92	66,784	101	77,857	54	37,944
Other nationalities	15	9,225	14	6,576	11	7,571	11	7,108	2	860
Total.....	107	69,338	107	69,272	112	87,685	153	115,661	115	84,819
Japanese, from Anping.	.....	.....	1	1,980	.....	.....	1	1,445	18	18,960
British, from Anping...	51	42,147	50	41,690	23	18,651	25	21,108	21	18,701
German, from Anping...	.....	.....	.....	.....	24	28,220	20	19,659	.....	.....
Other nationalities	6	4,160	3	2,347	.....	.....	.....	.....	.....	.....
Total.....	57	46,307	54	46,017	47	41,871	46	42,212	39	37,651
Grand total	164	115,645	161	115,289	159	129,556	199	157,873	154	122,470

The large tonnage in 1899 is accounted for by the unusually heavy import of rice, in which several chartered vessels were engaged. The decrease in the returns from Anping during the last two years is accounted for by the transfer of some of the trade from foreign shipping to Japanese vessels which, if they were bound for Japan, are not included in the above table.

In addition, there is the shipping to and from Japan, which for the year 1900 was wholly Japanese. It was distributed among Formosa ports as follows:

Clearances for Japan for the year 1900.

	Number.	Tonnage.
Kelung	141	215,208
Tamsui	7	5,234
Anping	70	84,080
Takow	49	58,879
Makung	89	49,884
Total.....	306	413,266

Combining the foregoing tables and adding the junk trade with China, we have a total tonnage for the several ports as follows:

Total clearances for all Formosa.

	Number.	Tonnage.
Kelung	418	231,177
Anping	263	130,112
Tamsui	774	109,890
Takow	157	67,522
Bako (Makung)	157	52,818
Tokatsukutu (Thaw-kak-kut)	414	10,486
Rokko (Lo-kiang)	227	5,067
Toseki (Gang-chio)	154	8,696
Kakoko (Eh-a-kau)	77	2,682
Kiuko (Kukang)	87	2,854
Koro (Aulang)	90	2,312
Toko (Tang-kang)	56	1,267
Total for all Formosa	2,874	619,298

TOTAL TRADE OF FORMOSA.

The total trade of Formosa during the five years of Japanese occupation has been:

	1896.	1897.	1898.	1899.	1900.
Total trade via and with Hongkong and China	\$10,016,614	\$12,709,296	\$14,853,090	\$12,691,750	\$12,070,973
Total trade via and with Japan	992,988	1,719,394	4,372,017	5,849,820	6,343,794
Total trade of Formosa	11,009,602	14,428,690	19,225,107	18,541,570	18,414,767

SUPPLIES FOR FORMOSAN GOVERNMENT.

As a rule, supplies for the government are purchased in Japan. The articles enter one of the mainland ports and pay duty there, and are then transhipped to Formosa without passing through the local custom-house. For this reason, no official information as to the country of origin, value, etc., of these imports is obtainable. This is unfortunate, as these entries are frequently of considerable importance, and a comprehensive view of the trade of the various countries can not be gained. From reliable private sources, however, I have been able to obtain information regarding the most important railway materials imported during the year. They were:

	Yen.	United States currency.
From the United States:		
101 tons of bridge girders	46,262	\$22,913
25 miles of steel rails with spikes and bolts	210,984	105,705
4 spans of 200-foot bridge girders	134,620	67,310
Total	391,866	195,928
From Great Britain:		
1,965 tons bridge material	371,109	185,550
Machinery for shops	37,968	18,944
Total	409,088	204,494

*As duty was paid in the Formosa port Takow, this single shipment appears in the customs returns.

In addition to the above, there was a considerable import of American lumber for use in government works; its value is unknown.

TRADE WITH THE UNITED STATES AND GREAT BRITAIN COMPARED.

Including the value of known materials supplied to the Formosan government, the total imports for 1900 from the United States is found to be 1,698,852 yen (\$849,426), divided as follows: Via Hongkong and China, 1,306,996 yen (\$653,498);* via Japan, 391,856 yen (\$195,928); and from Great Britain 1,807,218 yen (\$903,609), divided as follows: Via Hongkong and China, 1,398,130 yen (\$699,065); via Japan, 409,088 yen (\$204,544).

In 1899, we were credited with 992,841 yen (\$496,421), against 1,093,638 yen (\$546,819) from Great Britain. This is a very satisfactory increase, amounting to 72 per cent for the United States and 65 per cent for Great Britain. Were figures for the import of general goods via Japan and correctly declared imports from Hongkong obtainable, a considerable sum could be added to the figures for both countries.

Taking the export figures for tea and camphor, amounting to 5,425,003 yen (\$2,712,501) for the United States and 585,152 yen (\$292,526) for Great Britain, we obtain a total trade for the United States of 7,123,855 yen (\$3,561,927) and for Great Britain of 2,392,370 yen (\$1,196,185). The United States thus controls about one-half of the entire foreign trade of the island.

COMMERCIAL INQUIRIES.

This office answered 117 commercial inquiries from Americans at home and abroad during the year 1900. The consulate placed a number of catalogues where it was thought they would do the most good, and in several cases orders resulted. I would offer my services in a similar capacity for the future, and would be pleased to receive catalogues and also such trade journals as are not at present sent to this consulate. Through the assistance this consulate has been able to render, several lines of American goods were introduced, including paraffin wax, agricultural implements, sugar mills, bicycles and accessories, photographic supplies, California stores, etc.

A leading Japanese merchant is laying in a large stock of American bicycles, the only stock of wheels in the island, and with the gradual improvement in roads, there is reason to expect a considerable demand. The government post and telegraph office has supplied its messengers employed at the capital (Taihoku) with American wheels.

The Lidgerwood sugar mill, which the consulate was instrumental in placing in the agricultural experiment station of the prefecture, has proven its vast superiority over the crude native mills, and a large order for modern mills has been given to an American firm.

One of the leading chemists is laying in a considerable stock of American cameras and photographic supplies, and while the demand for such articles is naturally not very extensive, it is an interesting feature of our trade.

PARCELS-POST SERVICE REQUIRED.

In regard to the establishment of a parcels-post between Japan and the United States, which is reported by the press from time to time

* This total is given in the customs returns (see table under heading "Foreign imports via Hongkong and China") as 1,517,980 yen (\$758,990), but as the two items 188,410 and 22,574 yen were for American railway materials shipped via Japan, I have preferred to include them in this summary, under the heading "Trade via Japan."

as a probability, I would state that, owing to the careless handling of express parcels, such a service has become an actual necessity. As an example of this, a parcel forwarded by the Remington Arms Company, of Ilion, N. Y., on the 19th of April, 1899, reached here in August, 1901, having been nearly two years and a half on the road. This consulate has had several like experiences with express parcels. One forwarded from Cleveland November 22, 1899, has not yet arrived.

JAMES W. DAVIDSON, *Consul*.

TAMSUI, *November 25, 1901.*

MINING REGULATIONS OF JAPAN.

Minister Buck sends from Tokyo, August 28, 1901, translation of the revised mining regulations of Japan, as taken from the Japan Herald of August 24, 26, 27, and 28, as follows:

[Issued on September 25, the twenty-third year of Meiji (1890), by law No. 87. Partly revised by law No. 74, issued in March, the twenty-third year of Meiji (1900).]

CHAPTER I.—*General rules.*

ARTICLE I. The word "mining" in this law embraces all such undertakings as prospecting for mining mineral ores and all operations ancillary thereto.

ART. II. All unmined minerals are the property of the State.

The minerals which come within the scope of this law are:

Gold ore (gold dust excepted), silver ore, copper ore, lead ore, bismuth ore, tin ore (tin dust excepted), antimony ore, quicksilver ore, zinc ore, iron ore (iron dust excepted), sulphate of iron ore, chromate of iron ore, manganese ore, arsenic ore, phosphate ore, black lead, coal, lignite, petroleum oil, asphalt, and sulphur.

ART. III. No persons other than subjects of the Empire or companies duly formed in accordance with the laws thereof may engage in mining operations in Japan.

ART. IV. Officials of the mining bureau and offices for the control of mines in the department of agriculture and commerce are not permitted while in office to engage in mining; neither are they allowed to become partners in mining enterprises nor shareholders or officials of mining companies.

ART. V. Miners whose mining privileges have been canceled in accordance with these regulations are debarred from making application for mining in respect to the same mining area for one year.

ART. VI. When two or more than two persons are jointly engaged in mining they shall appoint from among themselves a sole representative and notify the appointment to the office for the control of mines having jurisdiction.

Sole representatives shall be deemed to represent all the persons jointly engaged in mining vis-a-vis the Government in matters relating to their mining business.

ART. VII. Reports relating to changes in the personnel of persons jointly engaged in mining, sale and purchase, transfer, and pledge or mortgage of the right of mining and the cessation of business shall be signed by the sole representative and at least half of the persons jointly engaged in the mining business.

CHAPTER II.—*Prospecting and mining.*

ART. VIII. Persons wishing to prospect for ores shall send in an application to that effect to the chief of the office for the control of mines having jurisdiction, together with a map of the locality where it is desired to prospect, and shall obtain official permission from such office.

ART. IX. The term for prospecting is limited to one year, calculated from the date of permission.

When circumstances exist which make it difficult for prospectors to complete the work within the period specified in the foregoing paragraph, they may make application for an extension of the term to the chief of the office for the control of mines having jurisdiction.

Should the chief of the office for the control of mines having jurisdiction consider, after due investigation, that the circumstances are unavoidable he may grant permission for the extension of the term for a period not exceeding one year.

ART. X. Mineral ores acquired while prospecting may be sold on obtaining permission from the chief of the office for the control of mines having jurisdiction.

ART. XI. When mineral ores are sold in accordance with the preceding article, 1 per cent of the proceeds of the sale shall, within thirty days, be paid to the chief of the office for the control of mines having jurisdiction.

Should the payment mentioned in the foregoing paragraph be not made within the specified term, the defaulter will be dealt with in accordance with the law for dealing with persons failing to pay national taxes.

ART. XII. Persons wishing to obtain mining privileges shall send in an application to that effect through the chief of the office for the control of mines having jurisdiction, addressed to the minister of agriculture and commerce, together with a map of the mining area.

Should it be difficult to hand in the application for mining and map of the mining area at the same time, the application alone may be sent in subject to the production of the map of the mining area within fifty days from the date of application. Should the map not be handed in within the specified period of time, the application will become null and void.

ART. XIII. Persons applying for mining privileges must prove the existence in the locality of the proposed mine of the minerals which it is intended to mine.

ART. XIV. When the chief of the office for the control of mines deems it necessary to make an actual inspection for confirming the existence of the minerals indicated, he shall cause the applicant for mining to deposit in advance traveling expenses and daily allowances (in accordance with the official regulations) to cover the cost of dispatching an official to conduct such investigation.

Should the applicant for mining fail to deposit the traveling expenses and daily allowances within fourteen days from the date of such notice, his application will become null and void.

ART. XV. The office for the control of mines shall provide and keep mining registers for the registration of applications for prospecting and mining, to be entered according to the order of application both as to date and time.

ART. XVI. When two or more than two persons make application for prospecting or mining in respect to the same place, permission will be given in accordance with the priority of application.

If the time of applications is identical, the chief of the office for the control of mines shall give notice to that effect to the applicants. The applicants shall within sixty days from the date of such notice consult together as to which of them shall be regarded as the successful applicant. Should they not be able to arrive at any decision regarding the matter, their applications will become null and void.

If the time of application is identical, and if the applications are some for prospecting and some for mining, preference shall be given to applications for mining.

ART. XVII. When the minister of agriculture and commerce deems it proper to grant, a formal mining license shall be delivered to the applicant.

ART. XVIII. When the work of prospecting or mining is found to be injurious to the public welfare, applications will not be granted in the case of prospecting by the chief of the office for the control of mines and in that of mining by the minister of agriculture and commerce.

ART. XIX. When prospecting or mining proves to be injurious to public welfare, the chief of the office for the control of mines having jurisdiction in the case of prospecting and the minister of agriculture and commerce in that of mining may cancel permission or privileges already granted.

Should the miner be dissatisfied with the cancellation, he may lodge a complaint with the court of administrative litigation within thirty days from the date of receipt of notice, provided that no claim for compensation for loss or damages can be made.

ART. XX. The right of mining minerals for which privileges have been granted can be bought, sold, transferred, pledged, or mortgaged.

When the right of mining is bought, sold, or transferred, application signed by both parties shall be made to the minister of agriculture and commerce through the chief of the office for the control of mines having jurisdiction, and a new certificate, made out in the names of the acquiring party, be obtained. Sales, purchases, or transfers not made in accordance with procedure hereby provided shall be null and void in law. With regard to mortgages created in respect to mining privileges, the documents shall be signed by both parties and shall be recorded in the office for the control of mines having jurisdiction. Mortgages not registered have no legal value.

ART. XXI. No person may, during the term of a prospecting grant, apply to be allowed to mine the same mineral in a place where another person is engaged in prospecting.

ART. XXII. When any person wishes to apply for prospecting or mining privileges within the prospecting area already allotted to another person in respect to a different class of minerals, he shall procure the consent of the party already engaged in prospecting.

Persons engaged in prospecting shall not refuse the consent mentioned in the foregoing paragraph except in cases where they themselves wish to make application for prospecting or mining, or where it is injurious to the prospecting for minerals for which permission has been obtained.

ART. XXIII. Persons desirous of obtaining permission to prospect for or mine certain minerals within the mining area belonging to another miner who has not yet obtained the permission for prospecting or mining such identical ores must obtain the consent of such other miner.

No miner shall refuse the consent mentioned in the foregoing paragraph except in cases where he himself intends to make application for prospecting or mining, or when such work would be injurious to the mining operations in which he is already engaged.

ART. XXIV. No places within 600 yards in every direction from Imperial shrines, Imperial mausoleums, fortresses under military or naval jurisdiction, naval ports, ports of strategic importance, gunpowder factories, gunpowder magazines, and ammunition storehouses can be used for prospecting, mining, or purposes ancillary thereto, provided that, in the case of naval ports and ports of strategic importance, this rule shall not apply when the permission of the commanding officer of the station has been obtained.

ART. XXV. No prospecting or mining is allowed to be carried on in places within 60 yards in all directions (whether at the surface or interior of the earth) from railways, tramways, public roads, rivers and lakes, embankments, marshes and ponds, temples, cemeteries, public gardens and buildings, unless with the consent of the authorities concerned as owners, provided that the latter can not refuse their consent when no danger is apprehended.

ART. XXVI. Miners shall, on or before the 30th of October of the previous year, or, in the case of first year, within three months from the date on which the privilege for mining has been obtained, make out and submit a yearly programme of mining work to be done to the chief of the office for control of mines having jurisdiction, and obtain official sanction.

When the programme mentioned in the foregoing paragraph is deemed to be injurious to the safety of the interior of mines or to be disproportionate to the mining area, the chief of the office for the control of mines having jurisdiction shall point out to the miners the reasons and cause them to effect amendments in the scheme.

ART. XXVII. No miners may carry on operations, unless they conform to the programme of the work as sanctioned by the chief of the office for the control of mines having jurisdiction.

ART. XXVIII. When a miner fails to hand in the programme of the work or the amendments thereto within the specified term the minister of agriculture and commerce may cancel the mining grant.

ART. XXIX. If a miner suspends his work for a period of more than one year, or if he does not commence work within one year from the date on which the privilege for mining is obtained, the minister of agriculture and commerce may cancel the grant.

ART. XXX. When the cases mentioned in the two foregoing articles have occurred and default does not lie with the miner, the reasons may be given to the minister of agriculture and commerce within fourteen days from the date of receipt of notice of the cancellation of privileges and a fresh application made. Should the minister of agriculture and commerce refuse to accept them, an action may be brought before the court of administrative litigation within thirty days from the date of receipt of such notice.

ART. XXXI. Miners shall prepare duplicate copies of drawings of survey of the interior of their mines, one of which shall be submitted to the office for the control of miners having jurisdiction, and the other kept at the mining office.

Drawings of survey of the interior of mines mentioned in the foregoing paragraph shall be supplemented every six months according to the progress of the work.

When miners find it necessary to have the drawings of survey of the interior of mines in the adjoining mining area belonging to others certified, they may request the chief of the office for the control of mines having jurisdiction for such certificate.

Should the chief of the office for the control of mines consider it necessary for the purpose of certification to dispatch an official to the spot to make actual inspection, he shall direct the miners to deposit in advance moneys for traveling expenses and daily allowances in accordance with the official scale.

ART. XXXII. When a miner has damaged or lost his mining license, an application stating the fact and reason for the issue of a fresh certificate shall be made to the minister of agriculture and commerce through the office for the control of mines having jurisdiction.

ART. XXXIII. When it is discovered that permission for prospecting has been obtained by fraud or mistake, the chief of the office for the control of mines having jurisdiction shall cancel the permission. If this is discovered by persons having an interest in the permission, they may, within three months of the date of permission, apply to the chief of the office for the control of mines having jurisdiction for cancellation of such permission for prospecting.

Persons who are dissatisfied with the decision given by the chief of the office for the control of mines having jurisdiction in the case of the foregoing paragraph, may lodge a complaint with the court of administrative litigation within thirty days of the date of such decision.

ART. XXXIV. When it is discovered that the privilege for mining has been obtained by fraud or mistake, the minister of agriculture and commerce shall cancel such privilege. If the discovery is made by persons having an interest in the privilege they may, within thirty days of the date on which the privilege was granted, apply to the minister of agriculture and commerce for cancellation of the grant.

Persons who are dissatisfied with the decision of the minister of agriculture and commerce, in the case of the foregoing paragraphs, may lodge a complaint with the court of administrative litigation within thirty days of the date of such decision.

ART. XXXV. In the cases mentioned in paragraph 2 of Article XXII, and paragraph 2 of Article XXIII, if consent is refused without reasons, the persons concerned, and in the case mentioned in the proviso of Article XXV, if consent is refused without there being any danger, miners may request the chief of office for the control of mines having jurisdiction to render a decision in the matter.

ART. XXXVI. Persons who are dissatisfied with the decision mentioned in the foregoing article may make application for a judgment to the minister of agriculture and commerce within thirty days of the date of receipt of such decision.

ART. XXXVII. When miners give up business a report to that effect shall be made to the office for the control of mines having jurisdiction, and the mining license shall be returned.

ART. XXXVIII. When the minister of agriculture and commerce has canceled the privilege for mining in accordance with Articles XIX, XXVIII, XXIX, XXXIV, XLIII, and LXXVI, or when a report, i. e., cessation of business, has been made, mortgages created in the right of mining minerals for which privilege has been obtained will lose their validity, provided that, with the exception of cases mentioned in Articles XIX and XXXIV, the privilege shall be granted to the creditors without regard to the order of applications if they apply for mining at the mining area concerned within sixty days.

ART. XXXIX. Miners shall in January of each and every year make a report to the office for the control of mines having jurisdiction, giving the quantity of minerals mined, the quantity of refined products and proceeds of sales of same, selling prices, working days, and number of laborers employed during the previous year.

ART. XL. Miners shall prepare books in accordance with forms provided by the minister of agriculture and commerce and shall therein set down particulars as to quantities, selling prices, etc., of refined products turned out.

CHAPTER III.—*Mining areas.*

ART. XLI. By the term mining area is meant an area of land having specific boundaries within which mining operations are carried on.

The boundaries of mining areas are determined by perpendicular lines and are limited under these to the same measurement as the surface, the boundary lines descending perpendicularly. The extent of one mining area shall be from 10,000 *tsubo* for coal and from 3,000 *tsubo* for other minerals, and shall not exceed in either case 600,000 *tsubo*.

ART. XLII. When it is deemed that the position and shape of a mining area under application are different from the position and shape of mineral beds, and that consequently they will be injurious to mining interests, the chief of the office for the control of mines having jurisdiction shall give notice to that effect to the applicant, ordering him to make amendments.

When the applicant receiving the notice mentioned in the foregoing paragraph fails to hand in an amended application within thirty days from the date of receipt of such notice, his application will become null and void.

ART. XLIII. When it is deemed that the position and shape of a mining area for which privilege has been obtained are different from those of mineral beds, and that consequently they will be injurious to mining interests, the chief of the office for the control of mines having jurisdiction shall, after obtaining the approval of the minister of agriculture and commerce, order alterations to be made within a specified period of time less than sixty days. If the alterations are not duly made the minister of agriculture and commerce may cancel the privilege already granted.

Should a miner be dissatisfied with the cancellation of the privilege mentioned in the foregoing paragraph he may bring an action at the court of administrative litigation within thirty days of the date of the receipt of such notice.

ART. XLIV. When a miner desires to make alteration in the boundaries and position of a mining area in accordance with the shape of mineral beds, an application to that effect addressed to the minister of agriculture and commerce shall be forwarded to the chief of the office for the control of mines having jurisdiction. The application should be accompanied by a statement of reasons, an amended drawing of the mining area, and mining license.

If the minister of agriculture and commerce deems such alteration necessary, he shall grant a fresh mining license.

ART. XLV. In case a miner has applied for the alteration of a mining area, if the chief of the office for the control of mines having jurisdiction deems it necessary to have an actual inspection made by officials, he shall direct the miner to deposit in advance the traveling expenses and daily allowances according to the official scale.

If the miner does not deposit the traveling expenses and daily allowances mentioned in the foregoing paragraph within fourteen days of the receipt of the notice to make such deposit, his application will become null and void.

ART. XLVI. Persons wishing to amalgamate or to make partition of mining areas shall apply to the minister of agriculture and commerce through the chief of the office for the control of mines having jurisdiction. The application should be accompanied by a drawing of the mining areas to be amalgamated or partitioned, and the mining license or licenses. When there are creditors holding a mortgage over the mining rights in question, the application shall also be accompanied by the consent of such creditors in writing.

When the partition of mining areas takes place the limits mentioned in Article XLI are not to be infringed.

CHAPTER IV.—*Employment of land.*

ART. XLVII. When it is required to make the survey of land belonging to others for the purpose of prospecting or mining, the permission of the office for the control of mines having jurisdiction shall be obtained. In this case no landowners or persons interested can refuse to permit such survey, but should damage be caused by the survey the person causing the survey to be made shall make compensation.

When a person causing a survey to be made enters the land owned by others, he must give previous notice to that effect to the landowners and must carry with him the permit for survey.

ART. XLVIII. When it becomes in the following cases necessary to use land belonging to others for mining purposes and the miner makes request to borrow it, the landowners or persons interested may not refuse their consent:

For the purpose of making openings of pits.

For the purpose of constructing depots for piling up mineral and earth and stones.

For the purpose of making pitways, roads, railways, tramways, canals, drains, and reservoirs.

For the purpose of constructing refineries and buildings necessary for mining.

ART. XLIX. The landowner or the person interested can refuse to let land in the following cases:

If the land which it is desired to hire is that mentioned in Article XXX.

If the hirer of land does not deposit the security money mentioned in Article L.

ART. L. The hirer of land shall pay to the lender a reasonable ground rent for the land rented.

The lender of land may cause the hirer to deposit in advance a sum of money not exceeding the taxable value of land as shown in the Land Register, as security for the ground rent.

The ground rent and security money for land which is mortgaged are to be received by the mortgagee.

When damage is caused to the landowner or the person interested by the use of the land, the miner must make reasonable compensation.

When the hirer of land ceases to use the same and has paid in full the ground rent for the period of use, the lender of the land or the mortgagee shall return the security money in exchange for the land.

Art. LI. When the hirer of land has ceased to use the same, he shall conformably with the request of the lender of land restore the land to its original condition and return it. If it is impossible to restore it to its original condition, the hirer of the land shall make compensation for damages.

Art. LII. When the hirer of land has delayed the payment of ground rent, the lender of the land may recover the land and deduct a sum of money equal to the ground rent in arrear from the security deposited.

When the land mentioned in the foregoing paragraph is about to be returned, if there exist on the surface thereof buildings or other objects and the whereabouts of the hirer of the land is uncertain, a period of time of not less than sixty days shall be determined, during which notice to that effect shall be advertised in the local newspaper.

If the hirer of land does not remove the buildings or other objects within the specified period of time, they shall become the property of the lender of the land.

Art. LIII. When the land has, at the request of the miner, been divided and sold or lent, and owing to this the remainder of the land is injured for use, the miner may be requested to buy or hire the whole of the land. In this case the miner may not refuse such request.

Art. LIV. When it is the object of the miner to use the land rented for more than three years, or when he has already used it for more than that period, the lender of the land may make a demand upon the miner to purchase the said land. In this case the miner may not refuse to accede to such request.

Art. LV. When no arrangement can be arrived at between the landowner or person interested and the person requesting a survey, or the miner, as to the letting of land, ground rent, security money, amount of compensation for damages or the purchase or selling price of land, the office for the control of mines having jurisdiction may be asked to decide the matter.

If the decision of the chief of the office for the control of mines having jurisdiction is not satisfactory, the judgment of the minister of agriculture and commerce may be asked for in the case of hiring of land, and as to the ground rent, security money, amount of compensation for damages or purchase or selling price of land, an action may be instituted in a court of law, in both cases within thirty days from the date of receipt of the decision.

No action can be taken against the judgment of the minister of agriculture and commerce mentioned in the foregoing paragraph.

Art. LVI. The expenses incurred in making application for the decision of the chief of the office for the control of mines having jurisdiction or for the judgment of the minister of agriculture and commerce shall be borne in accordance with the legal scale of charges in civil cases.

Art. LVII. A miner may, though the landowner or the person interested is dissatisfied with the decision given by the chief of the office for the control of mines having jurisdiction as to the ground rent, security money, amount of compensation for damages, or the purchase or selling price, pay money to the landowner or the person interested, or if he refuses to receive it, deposit the same in a public deposit office and use the land.

CHAPTER V.—*Mining police.*

Art. LVIII. The following police matters relating to mining business shall be controlled by the minister of agriculture and commerce and shall be executed by chiefs of offices for the control of mines:

The safeguarding of the interior of mines and buildings connected therewith.

The protection of lives of mine employees and of public health.

The preservation of the earth surface and protection of public interest and welfare.

Art. LIX. When danger is apprehended in consequence of mining operations, or when it is deemed that the public welfare may be injured, the chief of the office for the control of mines having jurisdiction shall order the miner to take precautionary measures or to suspend mining.

When the chief of the office for the control of mines intends to order a suspension of mining he shall obtain the sanction of the minister of agriculture and commerce except in cases of urgency which admit no delay.

Art. LX. In the case of the first paragraph of the preceding article, if the miner fails to take precautionary measures immediately, the chief of the office for the con-

trol of mines having jurisdiction shall direct the officials and mine employees employed by the miner to carry out the said precautionary measures.

In this case the miner is bound to require the official and mine laborers in his employ to take precautionary measures and to bear all expenses incurred.

ART. LXI. When, after the mining operations are suspended in accordance with Article LIX, the cause for suspension ceases to exist, the chief of the office for the control of mines having jurisdiction shall at once cancel such suspension and make a report to that effect to the minister of agriculture and commerce.

ART. LXII. When the minister of agriculture and commerce has canceled a mining grant in accordance with these regulations or when the miner has relinquished business, the chief of the office for the control of mines having jurisdiction shall cause the removal of dwellings and other buildings, etc., erected in connection with the mine within a specified period of time, not less than sixty days. If the removal is not effected within the specified time, the buildings, etc., shall become the property of the landowner; provided, that no structures in the interior and at the entrance of the mines which are considered by the chief of the office for the control of mines having jurisdiction to be necessary for the preservation of safety of the interior of the mine shall be removed.

In the case of the foregoing paragraph, if the whereabouts of the mine is uncertain, steps shall be taken in accordance with paragraph 2 of Article LII.

ART. LXIII. The minister of agriculture and commerce may, by means of departmental notification, within the scope of these regulations, make by-laws in respect to police matters regarding mines.

CHAPTER VI.—*Mine laborers.*

ART. LXIV. The term mine laborers in this law includes all persons of either sex engaged in excavating ores and work ancillary thereto.

Miners shall draw up rules relative to the employment of their mine laborers and obtain the sanction of the office for the control of mines having jurisdiction.

ART. LXV. In the absence of any special agreement between miners and their laborers, either party is at liberty to cancel the engagement by giving fourteen days' previous notice to that effect.

ART. LXVI. Miners may disengage their laborers at any time in the following cases:

When they have been sentenced to punishment graver than misdemeanors or acted in a disorderly manner or disobeyed orders.

When they have acted rudely toward the miner or the officers employed by him.

When they are physically incapable to work, and consequently unable to attend to their duties.

When mining has been prohibited or relinquished.

ART. LXVII. Mine laborers may quit their employment at any time in the following cases:

When they are physically incapable of attending to their duties.

When they are cruelly treated by the miner or his officials.

When their wages or remuneration agreed upon are not paid to them.

ART. LXVIII. A miner or his representative shall, at the request of a mine laborer, give to the latter a certificate stating the number of years he has been engaged, his working ability, wages, and the reasons for discharging him.

Should the miner refuse to give the certificate, or the laborer find in the certificate matters which he thinks improper, complaint may be made to the officials of the office for the control of mines having jurisdiction, or to the police.

ART. LXIX. A miner is bound to pay wages in legal currency, no payment in kind being allowed except at the request of the mine laborers themselves.

ART. LXX. Every miner shall keep a mine-laborers' register and enter therein the names, ages, registered domicile, occupation, and the dates of engagement and discharge of the laborers he employs.

ART. LXXI. The minister of agriculture and commerce may, within the following limits, establish by means of departmental notification by-laws governing the employment of mine laborers:

To limit the working hours so as not to exceed 12 hours per diem.

To limit the class of work of female labor.

To limit the number of working hours and the class of work of child labor in respect to children under 14 years of age.

ART. LXXII. Miners must give relief to mine laborers in their employment in the following cases. Any rules with regard to granting relief must be approved by the chief of the office for the control of mines having jurisdiction:

When a mine laborer receives bodily injuries while in the course of his work, and

the said injuries have not been caused by his own fault, a portion of the doctor's fees and other medical expenses shall be contributed by the miner.

In the case of the foregoing paragraph, a reasonable daily allowance shall be paid to a mine laborer while he is under treatment and out of work.

In the case of a mine laborer deceased on account of bodily injuries mentioned in the foregoing paragraph, a portion of the funeral expenses shall be contributed, and an allowance be made to his surviving relatives.

In case of receiving bodily injuries mentioned in the foregoing paragraph, when a mine laborer has become crippled or maimed an allowance for his support shall be given for a stated period of time.

CHAPTER VII.—*Mining taxes and taxes on mining areas.*

ART. LXXIII. Miners shall pay 1 per cent of the value of the products of their mines as mining taxes, and 30 sen per annum for each 1,000 *tsubo* of their grant as taxes on mining areas, provided that no tax be levied on any fraction of a thousand *tsubo*.

No mining tax shall be imposed on persons engaged in mining iron ores.

ART. LXXIV. The value of mining products mentioned in the foregoing article shall be determined and notified by the minister of agriculture and commerce taking as a basis the average quotations in the chief markets, provided that in case where no quotations can be obtained the price at which the goods are sold will be adopted as a basis of value.

ART. LXXV. Mining taxes for the previous year shall be paid on or before the 31st March of each and every year, but when the enterprise is abandoned the payment of the tax must be made within sixty days of the date of giving up business.

Taxes on mining areas for one year shall be prepaid on or before the 15th of December of the previous year. That for the first year shall be paid within sixty days of the date of granting the privilege for mining for as many months as business is carried on during that year. The tax for the year in which business is abandoned will not be returned.

ART. LXXVI. When miners fail to pay the mining taxes and taxes on mining areas the minister of agriculture and commerce may cancel the privilege for mining. If dissatisfied with the cancellation, action may be brought before the court of administrative litigation within thirty days from the receipt of such notice.

CHAPTER VIII.—*Penalties.*

ART. LXXVII.—Offenders against Articles XXIV and XXV shall be punished by a fine of not less than 20 and not exceeding 100 yen.

ART. LXXVIII.—Persons who have engaged in mining without obtaining official permission, or who have obtained such permission by fraud, shall be punished by a fine of not less than 15 and not exceeding 150 yen.

ART. LXXIX.—Persons who have prospected without obtaining official permission, or who have obtained such permission by fraud, or who have prospected after the expiration of the term of the permission, shall be punished by a fine of not less than 10 and not exceeding 100 yen.

ART. LXXX. Offenders against Article XXVII, and persons who do not proceed with taking the precautionary measures mentioned in Article LIX, or offenders against the provisions of Article LXII, shall be punished by a fine of not less than 15 and not exceeding 150 yen.

Offenders against paragraphs 1 and 2 of Article XXXI shall be punished by a fine of not less than 5 and not exceeding 50 yen.

ART. LXXXI. Offenders against Article X shall be punished by a fine equal to one-half of the amount of selling price.

ART. LXXXII. Persons who have concealed the selling price referred to in Article XI shall be punished by a fine equivalent to one-half of the amount concealed.

ART. LXXXIII. Persons who have escaped paying taxes by means of false statement in matters to be reported in accordance with Article XXXIX shall be punished by a fine equal to three times the amount of the taxes so avoided. For matters not connected with the avoiding payment of taxes, a fine shall be imposed of not less than 2 and not exceeding 20 yen.

ART. LXXXIV. Persons who do not keep the books referred to in Article XL, or fail to make entries therein, or make false statements, shall be punished by a fine of not less than 2, and not exceeding 20 yen.

ART. LXXXV. Offenders against paragraph 2 of Article LXIV, and Articles LXIX and LXXII, shall be punished by a fine of not less than 10, and not exceeding 100 yen.

ART. LXXXVI. Persons who have infringed provisions of Articles VI, XXXVII, LXVIII, and LXX shall be punished by a place fine of not less than 1 yen and not exceeding 1 yen and 95 sen.

ART. LXXXVII. In the case of Articles LXXXI, LXXXII, and LXXXIII, if the persons concerned have made voluntary confession, the amount of tax unpaid shall be collected. In this case the parties shall be exempted from punishment.

ART. LXXXVIII. The provisions of the criminal code in respect to lowering of penalties, aggravation of penalties on account of repetition of offenses, and several offenses committed by the same person, do not apply to cases dealt with under these regulations.

When a miner who has committed an offense against these regulations under their provisions is punishable, should he be a non compos mentis, feeble minded, or deaf and dumb, his guardian shall be punished in his stead.

CHAPTER IX.—*Supplementary rules.*

ART. LXXXIX. Miners engaged in prospecting, or leaseholders of mining areas who have obtained permission before the coming into operation of these regulations, may engage in prospecting or mining during the period of time for which the permission was obtained.

ART. XC. Should persons who have already permission to be leaseholders of mining areas prior to the enforcement of these regulations wish to continue mining operations after the expiration of the term of their present leases they shall make application to that effect in accordance with these regulations before the expiration of their leases.

ART. XCI. The minister of agriculture and commerce shall establish by-laws relating to the operation of these regulations.

ART. XCII. These regulations shall be enforced from the 1st of June of the twenty-fifth year of Meiji (1893), and the Japanese mining law issued in the sixth year of Meiji (1893) by notification No. 269 of the council of state, shall cease to have binding force or effect from that day.

ART. XCIII. When persons who have been constantly engaged in the collection of bismuth ore, chromate of iron ore, phosphorus ore, lignite, or asphalt prior to the 31st of November, of the thirty-second year of Meiji (1899), apply for the mining privileges on or before the 30th of June of the thirty-third year of Meiji (1900), such privileges shall be granted for those areas only where digging is going on, without regard to the provisions of Article XVI and Article XLI, relating to the extent of mining areas.

When the collectors mentioned in the foregoing paragraph apply for the privilege on or before the 30th of June of the thirty-third year of Meiji (1900), they may continue the collection till the date of receipt or order regardless of the provisions of these regulations.

ART. XCIV. Persons applying for mining privileges in accordance with the provisions of the foregoing article are required to obtain the consent referred to in Article XXII or XXIII.

ART. XCV. In case the extent of the mining area for which the privilege is obtained in accordance with the provisions of Article XCIII is under 3,000 tsubo the privilege will lose its effect after the expiration of five years.

BY-LAWS FOR ENFORCEMENT OF THE MINING REGULATIONS.

[Issued on the 1st day of the 2d month of the 32d year of Meiji (1899), by notification No. 3, of the department of agriculture and commerce.]

ART. I. Applications, demands, reports, and maps and drawings relating to mining shall be drawn up separately for each case. Applications relating to mining and the maps and drawings to be attached thereto, for which forms and models are determined by this notification, shall be made in accordance with such forms and models.

ART. II. Applications, demands, and reports relating to mining, which have connection with Art. XIV of the law of registration tax or the provisions of imperial ordinance No. 4, issued in the thirty-second year of Meiji (1899), shall be accompanied by a note of payment according to form No. 12, to which shall be affixed the proper amount of revenue stamps.

ART. III. When it is difficult to hand in an application for prospecting and the maps and drawings of the prospecting locality simultaneously the application may be lodged, accompanied by rough drawings, subject to the production of the correct ones within fifty days.

ART. IV. When an application for mining is made unaccompanied by a map of the mining area in accordance with the provisions of paragraph 2 of Article XII of the Mining Regulations, a rough drawing must be annexed.

ART. V. Persons wishing to obtain permission to make a survey in accordance with the provisions of Article XLVII of the Mining Regulations shall send in a written demand, in which should be mentioned in detail the name of the place to be surveyed.

When the demand mentioned in the foregoing paragraph is made and a permit for survey is granted, the chief of the office for the control of mines shall state in the document of permission the period of time during which it is valid.

If the owner of land to be surveyed or the person interested consents to the survey, it is not necessary to obtain permission.

ART. VI. Drawings of the rough survey of prospecting localities or of mining areas shall be prepared with the object of determining the position and extent of the land to be applied for.

The drawings of prospecting localities and of mining areas shall be prepared with the object of clearly showing the position, boundary, and shape of the land to be applied for.

ART. VII. The area of land to be applied for shall be divided as nearly as possible into a rectangular form.

If the application for prospecting or mining is to be made by a drawing of the rough survey, immovable bodies must be chosen as the point of survey which may form all the corners of the land to be applied for. If there are no immovable bodies at the points, some immovable bodies near by must be chosen and their bearings on the points of survey must be surveyed.

If the application for prospecting is to be made by means of a drawing of prospecting localities, or that for mining by means of drawing of mining areas, two or more than two conspicuous immovable bodies opposite to one another shall be chosen and made the base of survey, measuring their bearings on the points of survey. If the points of survey correspond to conspicuous immovable bodies, they shall be made the base of survey.

Marked posts of a strong, durable nature shall be erected at the points of survey, which shall be made the corners of the extent of land applied for, and the number of points of survey shall be marked on the said posts. If the posts correspond to immovable bodies the former need not be erected.

ART. VIII. The following particulars shall be clearly shown in the drawings of rough survey of prospecting localities, the drawings of prospecting areas, and drawings of mining areas:

1. Points of base and immovable bodies, as well as their names and characteristics.
2. Northern and southern line and scale.
3. If there are prospecting areas, mining areas, or mineral-dust collection areas within 100 yards of the land applied for, the connection of these with the land applied for.
4. If there exist within, or in the vicinity of, the land applied for any of the objects mentioned in Articles XXIV and XXV of the Mining Regulations, such objects.
5. Exposed tops of mineral beds within or near the land applied for and their direction and incline.

ART. IX. Drawings to be annexed to applications for correction of prospecting areas or of mining areas shall be prepared conformably with the drawings of the prospecting areas or of mining areas and in them the old and new areas must be clearly shown.

ART. X. The extent of prospecting areas shall be in accordance with the provisions of paragraph 2 of Article LXI of the Mining Regulations.

ART. XI. Persons wishing to obtain a prospecting area or mining area adjacent to the prospecting area or mining area belonging to other persons, shall make application leaving a space of more than 20 yards between both areas. Provided that this shall not apply to cases where the consent of the miners in the adjoining areas has been obtained, or where an application for mining in a prospecting area is made.

The chief of the office for the control of mines having jurisdiction may, when he deems it necessary for the control of mining business or protection of mining interests, extend the space referred to in the foregoing paragraph to 100 yards.

ART. XII. When applicants for prospecting or mining, persons who are about to become miners in accordance with applications for the transfer of mining licenses, or persons who are becoming new applicants on account of the application for a change in the names of applicants, are two in number, one of them shall be selected as their representative and the fact shall be stated in the application. If not mentioned in the application, the name of the applicant written first in order in the application shall be deemed a representative.

The representative mentioned in the foregoing paragraph shall be deemed to represent all persons jointly making the application, except in cases where the cancellation of the application or a change of applicants is made.

ART. XIII. When a company sends in an application, note of demand, or a report, the seal of the company shall be affixed to the document, which must also be signed by the representative of the company.

ART. XIV. Persons who have applied for prospecting or mining are not allowed to make an application for a change in the extent of the area applied for.

ART. XV. When it is desired to change the names of applicants for mining, an application signed and sealed by both the old and new applicants shall be sent in to the chief of the office for the control of mines having jurisdiction.

ART. XVI. When miners whose mining areas are adjacent to each other intend to change their mutual boundaries by increasing or decreasing their respective mining areas in accordance with the provisions of Article XLIV of the Mining Regulations, an application for the alteration of mining areas jointly signed by them shall be made. The application should be accompanied by drawings of the combined areas, as they exist at the time of making such application, illustrating the altered boundaries; also drawings of each of the corrected mining areas separately prepared.

ART. XVII. When an application for the reduction of a mining area is made in a case where there is a creditor holding a right of mortgage over the mining right of the area, the application must be accompanied by the written consent of such creditor.

ART. XVIII. Applications for transfer of mining licenses, applications for correction of mining areas, applications for amalgamation of mining areas, applications for partition of mining areas, applications for registration of mortgages over mining rights, reports re relinquishment of mining business, and applications for granting privileges for mining in accordance with the provisions of Article XC of the Mining Regulations shall be accompanied by a certificate of the mining license or by a deed of lease in respect of lands.

ART. XIX. Applications for prospecting, applications for mining, applications for correction of prospecting areas, applications for correction of mining areas, applications for extension of the term of prospecting, and reports of the relinquishment of prospecting or mining shall be forwarded through the registered cover.

Persons who send in the above said documents should obtain from the dispatching post-office a receipt showing the date and time of acceptance by such post-office.

When drawings of prospecting areas or mining areas which are not sent in simultaneously with the application in accordance with the provisions of Article III of these regulations or paragraph 2 of Article XII of the Mining Regulations, or applications or drawings accompanying them, which are ordered by the chief of the office for the control of mines having jurisdiction in accordance with Article XXII or XXIII to make correction or additions within a specified time are to be produced, the procedure provided in the last two paragraphs shall be followed. Provided that if they are produced on the last day of the term the receipt of registered post shall be sent in within three days.

ART. XX. The date and time of application for prospecting or mining, correction of prospecting areas, correction of mining areas, as well as application for extension of the term of prospecting, and the date and time of production of the application drawings, as well as report of relinquishment of business mentioned in paragraph 3 of the foregoing article, shall be decided in accordance with the date and time mentioned in the receipt for registered mail matter issued by the dispatching post-office.

In case the production of the receipt mentioned in paragraph 2 of the foregoing article is ordered, and if it is not forwarded on or before the specified day, it will be deemed that the documents or drawings were forwarded at the time of closing of the mail as shown on the postmark.

ART. XXI. When the chief of the office for the control of mines has accepted an application for prospecting or mining, the gist of the application shall be notified to the local governor within whose jurisdiction the land applied for lies.

The local governor shall, if he holds some views as to the prospecting or mining of the land applied for, send a written opinion to the chief of the office for the control of mines having jurisdiction within fifty days of the receipt of the notice mentioned in the foregoing paragraph.

ART. XXII. When applications, notes of request, or drawings relating to mining are imperfect, the chief of the office for the control of mines having jurisdiction shall order the applicants to make corrections or additions within a specified period of time.

ART. XXIII. When a part of prospecting or mining areas applied for must not be allowed to be used in mining enterprise according to the Mining Regulations, or conflicts with the prospecting or mining areas of other persons, the chief of the office for

the control of mines having jurisdiction shall order the applicant to correct his application and drawing within a specified period of time. The same holds good re the application for correction of prospecting or mining areas.

ART. XXIV. The chief of the office for the control of mines having jurisdiction may, when it is deemed necessary for the purpose of confirming the fact of existence of minerals in land, for which an application for mining has been made, cause the applicant to produce a certificate relating to the mineral bed or specimens of minerals within a specified period of time.

ART. XXV. When the chief of the office for the control of mines deems it necessary to order the taking of precautionary measures for the sake of public welfare, he may cause the applicant for engaging in business, or miners to prepare and produce a specification of the projected work.

ART. XXVI. When the applicants for engaging in mining or miners are ordered by the chief of the office for the control of mines having jurisdiction to produce documents or drawings relating to mining, they shall be sent in on or before the specified time.

ART. XXVII. Documents, drawings, or specimens forwarded to the minister of agriculture and commerce or to the chief of the office for the control of mines shall not be returned if it be deemed necessary to retain them.

ART. XXVIII. When applicants for engaging in mining business or miners are ordered by the chief of the office for the control of mines having jurisdiction to meet for the purpose of making investigations relating to the prospecting area, mining area, and other mining matters, they shall meet on the specified day and give explanations as to matters under investigation. The date of meeting can not be changed except for valid reasons.

When issuing an order to appear, at least fifteen days preliminary notice shall be given except for valid reasons. When the date of meeting is determined, at least three days previous notice shall be given. If the applicants for engaging in mining business or miners can not attend in person, they shall send their representatives.

ART. XXIX. When an application, note of request, or report relating to mining corresponds with any of the following items, none of them shall be accepted. In this case the reason for it shall be clearly given:

1. When not forwarded by registered post, violating the provisions of paragraph 1 of Article XIX.
2. When the note of delivery of registration tax or fees is not annexed.
3. When application for prospecting or mining application for correction of prospecting area, or application for correction of mining area is not accompanied by drawings, or the extent of land applied for is not clearly shown in the annexed drawings.

ART. XXX. When application or note of demand relating to mining corresponds with any of the following items, the chief of the office for the control of mines having jurisdiction shall return the document clearly stating the reasons for this action:

1. When drawings of prospecting areas are not delivered within the time specified in Article III.
2. When no corrections or additions are made on or before the time specified by the chief of the office for the control of mines having jurisdiction in accordance with the provisions of Articles XXII or XXIII.
3. When a certificate or specimens are not delivered on or before the time specified by the chief of the office for the control of mines having jurisdiction in accordance with the provisions of Article XXIV.
4. When an applicant does not deliver specifications on or before the time specified by the chief of the office for the control of mines having jurisdiction in accordance with the provisions of Article XXV.
5. When, without valid reasons, an applicant does not appear, thus violating the provisions of Article XXVIII.
6. In the case of making investigations as to the land applied for, if the applicant is unable to clearly indicate the extent of land, or if the extent of the land indicated considerably differs from the drawing attached to the application, or if he is unable to prove the existence of minerals.

ART. XXXI. When permission for prospecting is given, the number of permit will be marked on the drawing of the prospecting area, and such drawing, together with the copy of the same retained by the officer for the control of mines having jurisdiction shall be sealed so as to leave the impression of half the seal on each drawing, and then handed to the applicant.

When a mining grant is given, the number of the same shall be marked on the drawing of the mining area, and it, together with a certificate, duly delivered to the applicant after sealing such drawing, and the copies to be retained by the depart-

ment of agriculture and commerce and the office for the control of mines having jurisdiction so as to leave the impression of half the seal on each drawing.

ART. XXXIV. Reports relating to the appointment of representatives provided for in Article VI of the Mining Regulations must be made within thirty days of granting permission for prospecting or mining or transfer of mining certificate.

ART. XXXV. When miners do not make a report as to the appointment of representatives within the time specified in the foregoing article, the representatives of applicants specified in Paragraph I of Article XII, shall be deemed the representatives specified in Article VI of the Mining Regulations.

ART. XXXVI. When a miner does not superintend the mining operations in person, an agent for the business must be selected and a report to that effect jointly signed and sealed by the miner and his agent shall be forwarded to the chief of the office for the control of mines having jurisdiction.

ART. XXXVII. A miner's representative shall be deemed to have been intrusted with the following powers, provided that in case the miner has limited the power of attorney a report to that effect shall be made simultaneously with the report of the appointment:

1. To apply for the extension of the term of prospecting; to apply for permission to sell minerals obtained during prospecting; to make payment of the money mentioned in paragraph 1 of Article XI of the Mining Regulations; to apply for permission for a scheme of mining business; to produce a drawing of actual survey of the interior of mines or to demand the certification re the same; to make reports mentioned in Article XXXIX of the Mining Regulations; to prepare books in accordance with Article XL of the same regulations; to demand the decision or judgment mentioned in Article LV of the same regulations; to apply for official approval in respect to the mine laborer's service regulations and the regulations for the relief of mine laborers; to prepare a register of mine laborers; to pay mining taxes and taxes on mining areas, and to apply for privileges for mining in accordance with Article XC of the Mining Regulations.

2. To apply for the reissue of drawings in accordance with the provisions of Article XXXIII; to make reports mentioned in Articles XLII and XLIII; to make applications or reports mentioned in Articles XIV, XVII, XIX, and XXI of the police regulations relating to mines.

3. To receive the orders or notices of the chiefs of the offices for the control of mines having jurisdiction and to carry out the former.

ART. XXXVIII. Prospectors shall keep the drawings of their prospecting areas and miners the following documents and drawings at their mine offices:

1. Map of the mining area.
2. Plan of the mining scheme.
3. Books mentioned in Article XL of the Mining Regulations.

ART. XXXIX. Application for the extension of the term of prospecting shall be made before the expiration of the original terms, and the result of prospecting and the reason why it is impossible to complete prospecting within the limits of such original term shall be minutely stated.

ART. XL. Persons wishing to sell minerals in accordance with the provisions of Article X, of the Mining Regulations shall make an application for permission in which shall be stated the number of permit for prospecting, the name of the prospecting district, and a description, quantity and estimated price of the minerals; provided, that when the application for mining at the prospecting area is made, no permission will be given unless the term of prospecting has expired or the prospecting abandoned.

ART. XLI. Projects for carrying on mining reports mentioned in Article XXXIX of the Mining Regulations and the books provided for in Article XL of the same regulations shall be prepared in accordance with Forms Nos. 4 to 6.

In case work is to be jointly carried on in two or more mining areas, the documents mentioned in the foregoing paragraph shall be jointly drawn up.

ART. XLII. When there is nothing to be reported in accordance with the provisions of Article XXXIX of the Mining Regulations, a report to that effect shall be made.

ART. XLIII. Reports referred to in Article XXXIX of the Mining Regulations shall, in the case of relinquishing mining or of transferring the right of mining, be made within thirty days of such relinquishment or transfer; provided that when there is nothing to be reported, a report to that effect shall be made.

ART. XLIV. Drawings of actual survey of the interior of mines shall be prepared in accordance with model No. 3, showing the actual condition at the end of June and December and sent in to the chief of the office for the control of mines having jurisdiction at the end of August and February, respectively, provided that the drawing

of actual survey of the interior of mines sent in in the previous term will be returned to the miner, if required and demanded by him.

In case of a project for combined work, the drawings of actual survey of the interior of the mines shall be prepared in joint form.

ART. XLV. Persons wishing to obtain a certificate re the drawing of actual survey of the interior of mines in accordance with the provisions of paragraph 3 in Article XXXI of the Mining Regulations, shall send in a note of demand stating reasons.

ART. XLVI. Persons wishing to demand a decision of the chief of an office for the control of mines in accordance with the provisions of Article XXXV of the Mining Regulations shall draw up two copies of the note of demand which shall be handed in, accompanied by a drawing of the prospecting or mining area, to be applied for by the person making the demand. The note of demand should give the name and address of the adversary and reasons for making such demand.

Persons demanding a decision of the chief of the office for the control of mines in accordance with the provisions of paragraph 1, Article LV, of the Mining Regulations, shall draw up and send in a written demand, together with as many copies of the same as may tally with the number of persons concerned. These papers shall be sent in accompanied by a drawing of the actual survey of the land concerned and a specification of the work. In the note of demand should be mentioned the class and number of the land in question, superficial area, taxable value, the names and address of the adversary, facts of and reason for demand, facts relating to discussion with the adversary, and the amount of money offered as payment by the person making the demand.

Persons demanding a judgment of the minister of agriculture and commerce in accordance with the provisions of Article XXXVI, or of paragraph 2 of Article LV, of the Mining Regulations, shall send into the chief of the office for the control of mines having jurisdiction, a note of demand prepared in accordance with the provisions of the two foregoing paragraphs, together with a copy of the decision appealed against.

ART. XLVII. When the chief of the office for the control of mines has received and accepted a note of demand as mentioned in the foregoing article, he shall serve the same on the adversary.

When the adversary has received the note of demand, he shall furnish written explanations within thirty days.

When the written explanations are not furnished by the adversary within the term specified in the foregoing paragraph, the chief of the office for the control of mines or the minister of agriculture and commerce may give a decision or judgment without waiting for the production of such written explanations.

ART. XLVIII. When a person has become a miner by succession (inheritance) or when a miner has changed his name, he shall obtain a certificate of the fact from the registrar of personal status within thirty days of the date of making to such registrar a report of succession or change of name. He shall then send in the above-mentioned certificate to the chief of the office for the control of mines having jurisdiction, accompanied by the mining grant or lease corrected.

When an applicant for mining dies or changes his name, a report to that effect shall be made in accordance with the foregoing paragraph *mutatis mutandis*.

ART. XLIX. In the case of a company being an applicant for mining or a miner, when its corporate name is changed, its representative changed, its seat of business removed, or when liquidation takes place, a report to that effect shall be made to the chief of the office for the control of mines having jurisdiction within ten days.

ART. L. In case it should be necessary to issue an order or notice to applicants for mining or miners, if the address of such applicants or miners is uncertain, the gist of the order or notice shall be advertised on the notice-board of the office for the control of mines having jurisdiction for ten days. In this case it shall be considered that the order or notice has been duly received by the persons in question on the last day of the said term.

ART. LI. When an action is brought before the court of administrative litigation in accordance with the provisions of Article XXX, paragraph 2 of Article XXXIII, paragraph 2 of Article XXXIV, paragraph 2 of Article XLIII, or Article LXXXVI of the Mining Regulations, or a complaint is lodged with the minister of agriculture and commerce in accordance with the provisions of paragraph 1 of Article XXXIV of the same regulations, a report to that effect shall be made to the chief of the office for the control of mines having jurisdiction within seven days.

ART. LII. In case the privilege for mining is in accordance with the provisions of Article XXVIII, XXIX, paragraph 1 of Article XLIII or Article LXXXVI of the Mining Regulations, or a report of relinquishment of business is made in accordance

with the provisions of Article XXXVII of the same regulations, right of mortgage over the mining right concerned, a notice of the cancellation or relinquishment shall be made to them by the chief of the office for the control of mines having jurisdiction.

ART. LII. Prospecting or mining is considered to have been relinquished at the time when a report to that effect is lodged.

ART. LIV. In any of the following cases miners shall be punished by a fine of not less than two and not exceeding twenty yen:

1. When matters to be mentioned in the drawing of actual survey of the interior of mines are not given or improperly given.

2. In case of an order being given to produce the documents or drawings in accordance with the provisions of Article XXV or XXVI, if they are not produced on or before the specified date.

3. When no appearance is made or no explanation of matters under investigation is given in violation of the provisions of Article XXVIII.

4. When no reports are made violating the provisions of Articles XXXVI, XLII, XLIII, XLVIII, XLIX, LI, and LX of these regulations or of Article XXXIX of the Mining Regulations.

ART. LV. Provisions of the foregoing article shall be applied to an agent for mining business and to representatives of companies.

SUPPLEMENTARY RULES.

ART. LVI. Applications for prospecting or for the lease of mining areas which have been lodged before the coming into force of these regulations, but with regard to which no final steps have been taken prior to the enforcement of the present law, shall be dealt with as if they were applications for prospecting or for mining made in accordance with the provisions of the mining regulations.

ART. LVII. Applications or notes of demand which have been lodged before the coming into force of the by-laws for the operation of the mining regulations, but with regard to which no final steps have been taken before the coming into operation of these regulations, shall be dealt with as if they were applications or notes of demand made in accordance with the present law.

ART. LVIII. Applications or notes of demand lodged before the coming into force of these regulations which bear revenue stamps corresponding to the fees specified in Imperial Ordinance No. 100 (1894) shall remain valid even after the taking effect of Imperial Ordinance No 4 of the thirty-second year of Meiji (1899).

ART. LIX. Applications for the alteration of the area of land lodged prior to the coming into force of these regulations shall remain valid even after the taking effect of these regulations.

ART. LX. When an applicant for mining or a miner is a company at the time of the coming into operation of these regulations, the chief of the office for the control of mines having jurisdiction shall be notified as to the representative of such company within thirty days from the date of the enforcement of the present law.

ART. LXI. The penal provisions of notification No. 6 of the department of agriculture and commerce issued in the twenty-seventh year of Meiji (1894) shall be applicable to acts done prior to the coming into force of these regulations even subsequent to the enforcement of the latter.

ART. LXII. These regulations shall take effect on and after the 10th of February, the thirty-second year of Meiji (1899).

ART. LXIII. Notification No. 6 of the department of agriculture and commerce of the twenty-seventh year of Meiji (1894) and notification No. 7 of the same department of the twenty-ninth year of Meiji (1896) shall be abolished on and from the date of operation of these regulations.

KOREA.

No reports of the trade of Korea have been published for the past seven years. I am able, however, to append two tables covering the chief facts relating to imports and exports, with an estimate of the value of American trade.

Foreign goods reach Korea mainly through Japan and Shanghai, and it is difficult to ascertain just what proportion belongs to each

nationality. The chief item of American imports is kerosene. Next comes mining supplies, of which at least \$150,000 worth was imported from the United States last year. American imports into Korea have more than doubled in the past year, and the trade is growing. Although the total commerce of Korea seems small when compared with the traffic of one American port, there are possibilities of development. Kerosene, for instance, has only made a start, but its use is bound to increase rapidly. The American product has obtained such a firm foothold, because of its excellence and the wisdom with which it is handled, that it will suffer little from competition.

GOLD MINES.

Korea seems likely to become an important field for gold mining. The American mines at Woonsan are working successfully. They now run a 40-stamp mill and two mills of 20 stamps each, while other large plants are contemplated. The district, some 20 by 30 miles in extent, has hardly been prospected as yet, though the company employs nearly 70 foreigners and about 3,000 natives. The managers have not begun operations on their valuable placer properties.

The English mines at Eunsan are said to be in a prosperous condition, although the actual work of development has only recently begun.

The German mines at Kimsung are still in the period of exploitation. It is understood that, up to the present, the actual results have not been as good as were expected, but that may be due to a lack of development work.

During the year 1900, concessions were granted to the Japanese for the Chicsan mines, and to the French for mines yet to be located. No work has yet been done in connection with mines covered by a concession granted to a Russian subject.

RAILWAYS.

The Seoul-Chemulpo Railway, built by an American for the American concessionaire and sold to a Japanese syndicate, is now in full operation, connecting Seoul with its port by a line 26 miles in length. The Japanese are meeting with good success in selling the shares of the Seoul-Fusan Railway; in regard to this, I append a cutting from the Japan-American Commercial Journal. Work is to be begun on this project this spring.

The Korean Government has made a contract with a French company to build a railroad to connect Seoul with Weiju, the northwest border town, a distance of about 500 miles. This will be very difficult to build, as the country is mountainous, and many rivers and wide areas of quicksand must be crossed. It is understood that the Korean Government will furnish 100,000 yen (\$50,000) per annum to build this road, the materials for which, as well as the engineers, must come from France.

Americans have built, and are now successfully operating, an electric railway in and about Seoul. At present, this road is but about 10 miles in length, but an extension is being built which will carry it some 18 miles into the country. The natives are patronizing this road well, and it has now become a necessity and meets with little or no opposition.

ELECTRIC-LIGHTING PLANT AND WATERWORKS.

In connection with the electric railway, the same company is erecting an extensive lighting plant for the city of Seoul.

It is also under contract to construct a complete system of waterworks, and engineers have been busy during the past winter arranging the preliminaries.

CURRENCY.

The money in use in Korea consists of copper cash and nickel 5-cent pieces, which latter are now being extensively coined by the Government and in private mints, to take the place of the bulky copper cash. It is the intention to coin silver pieces during the year 1901; but it is feared that this will be a mistake, since the coins will speedily leave the country, owing to the difference between imports and exports and the lack of anything with which to purchase foreign goods. Korea is greatly in need of money, yet no encouragement is given to the people to develop their excellent natural resources. Japanese currency is also largely used. During 1899, Japanese money circulated in Korea to the following extent: Paper, 3,000,000 yen; gold, 10,000 yen; silver, 1,000,000 yen; making a total of 4,010,000 yen, or \$2,005,000.

BANKING FACILITIES.

The First Bank of Japan maintains extensive branches at Seoul and Chemulpo, where substantial buildings of brick and stone have been erected. The managers also have branches at some of the other ports, as have other Japanese banks. The Hongkong and Shanghai Banking Corporation has an agency at Chemulpo, and is doing an increasing business. The American firm, Collbran & Bostwick, which operates the electric plants, has a charter for a bank, and is now erecting a fine brick structure in Seoul for use as a bank and office building.

TRANSPORTATION FACILITIES.

Korea is very well served by two lines of Japanese steamers running from Kobe via the ports of this country. A Korean steamship company has been in operation for the past year with two or three steamers, and claims to be quite satisfied with the results of its work. Traffic on the river between Seoul and Chemulpo has greatly decreased since the opening of the railroad, though the latter makes discriminating rates in favor of Japanese shippers, as will be seen from the following list of a few articles:

Article.	Rates.	
	For Japanese.	For others.
	Cents.	Cents.
Candles.....per 100 pounds..	20	28
Shirtings.....do....	18	21
Umbrellas.....do....	20	35
Claret.....do....	22	40
Beer.....do....	18	30

POST-OFFICE AND TELEGRAPHS.

The Korean foreign post has been in successful operation since January, 1900; the domestic service had been working before that date. No returns have yet been published.

The Korean telegraph bureau reports a business for 1900 amounting to 72,443.26 yen (\$36,222). being an increase of 21,756.37 yen (\$10,878) over the previous year.

AMERICANS IN KOREA.

Americans are prominent in the trade and development of Korea. There are 269 Americans resident in Korea, with their families, as follows: Missionaries, 162; miners (including some Americans employed at the German and English mines), 75; electric company employees, 15; officials of the Government of Korea and the United States, 10; merchants, 6; and 1 prisoner.

HORACE N. ALLEN. *Consul-General.*

SEOUL, *April 1, 1901.*

Korean trade statistics.

Description.	Value.	
	Yen.	United States currency.
Total trade of Korea for 1900, including native imports and reexports.....	27,490,388	\$13,690,213
Net revenue for the year.....	1,097,217	546,411

Imports.

Description.	Value.	
	Yen.	United States currency.
Net imports.....	13,355,273	\$6,650,926
CLASSIFICATION OF IMPORTS.		
Cotton goods.....	5,497,970	2,737,989
Woolen goods.....	54,229	27,006
Miscellaneous piece goods.....	7,983	3,951
Metals.....	421,581	259,747
Sundries:		
Foreign.....	4,958,746	2,469,456
Native.....	2,414,813	1,202,577
LIST OF SUNDRIES, EACH AMOUNTING TO 10,000 YEN (\$4,980) OR OVER.		
Arms, ammunition, etc.....	138,911	69,178
Bags, etc., for packing.....	284,902	141,881
Candles.....	50,367	25,083
Charcoal.....	18,752	9,338
Shoes (Japanese sandals).....	106,824	53,198
Clothing.....	108,360	53,963
Coal and coke.....	11,000	5,478
Firewood.....	34,416	17,139
Flour.....	11,325	5,640
Grass cloth.....	58,546	29,156
Mirrors.....	19,783	9,852
Machinery.....	76,085	37,890
Wine, beer, and spirits.....	58,900	29,382
Matches.....	481,354	239,714
Medicines.....	72,364	36,087
Mining supplies.....	317,686	158,208
Needles.....	42,818	21,323
Kerosene:		
American.....	1,797,630	895,220
Japanese.....	222,730	110,920
Other kinds.....	18,748	9,337

Imports—Continued.

Description.	Value.	
	Yen.	United States currency.
LIST OF SUNDRIES, EACH AMOUNTING TO 10,000 YEN (\$4,980) OR OVER—C't'd.		
Paper.....	62,286	\$31,018
Porcelain.....	50,224	25,012
Provisions.....	132,047	65,759
Railway plant.....	182,806	91,037
Sake.....	16,776	8,354
Salt.....	160,536	74,967
Silk piece goods.....	157,830	78,599
Skins.....	82,240	16,066
Sugar.....	10,988	5,472
Timber.....	47,661	23,733
Tobacco, cigars, etc.....	148,106	73,757
Umbrellas.....	58,775	29,270
Wooden ware.....	16,475	8,205

Proportion of American imports.

Description	Value.	
	Yen.	United States currency.
Kerosene.....	1,797,630	\$896,220
Provisions (estimate).....	66,000	32,868
Railway plant (estimate).....	100,000	49,800
Timber (estimate).....	40,000	19,920
Flour (estimate).....	10,000	4,980
Machinery (estimate).....	60,000	29,880
Mining supplies (estimate).....	300,000	149,400
Total.....	.....	1,182,068

Exports.

Description.	Value.	
	Yen.	United States currency.
Total Korean exports for 1900.....	9,439,867	\$4,701,064
LIST OF EXPORTS AMOUNTING TO 10,000 YEN (\$4,980) OR OVER.		
Barley.....	13,478	6,712
Beans.....	946,358	471,286
Bones.....	11,576	5,765
Fish.....	60,533	30,145
Ginseng.....	60,310	30,084
Hides.....	22,890	11,332
Rice.....	1,145,805	570,612
Seaweed.....	21,733	10,823
Skins.....	14,776	7,358
Wheat.....	55,876	27,827
Declared export of gold.....	3,633,050	1,809,239

Annual export of treasure (gold).

Year.	Value.	
	Yen.	United States currency.
1894.....	950,703	\$473,460
1895.....	1,360,279	677,419
1896.....	1,443,530	718,878
1897.....	2,084,079	1,011,971
1898.....	2,391,462	1,190,943
1899.....	3,184,658	1,586,957
1900.....	4,101,280	2,043,427

THE RAILWAYS IN KOREA.

[From the Japan-American Commercial Journal.]

The projectors of the Seoul-Fusan Railway have issued a circular which contains a very plain statement of their programme. They put the capital of the undertaking at 25,000,000 yen (\$12,450,000), to be raised in installments of 5,000,000 yen (\$2,490,000) each. As soon as one-tenth of the first installment is paid—in other words, when 500,000 yen (\$249,000) have been gathered—the company is to be entitled to commence work. It is further to have power to issue debentures to an amount not exceeding 10,000,000 yen (\$4,980,000). The Government is asked to do two things: First, to make itself responsible for the payment of the debentures; secondly, to guarantee 6 per cent interest on the company's paid-up capital; not an actual disbursement of 6 per cent, but such a sum as shall bring the company's net profit to 6 per cent. Of course, until the line begins to be operated, the whole of the 6 per cent would have to be disbursed by the Government.

PERSIA.

The foreign trade of Persia appears to have come within the region of perpetual calm, free alike from hope and despair. This, however, is rather indicative of the character and condition of the people than of the possibilities of supply and demand. The population of cities and villages fluctuates here as well as elsewhere, although the causes which contribute to the result may be somewhat different. There is not much in city life, either socially or economically, to attract people from the more peaceful pursuits of husbandry; but as the cultivation of the soil depends entirely upon artificial irrigation provided chiefly by natural springs—in default of river supply—the failure of this source of support causes emigration to towns and the abandonment of unproductive lands. It is partly owing to this cause that the price of cereals has risen to and continues to maintain such an abnormally high figure, with its reflex action upon most articles of commerce and industry.

Many of the manufactures and preparations that become commodities of internal consumption and of export are the outcome of village labor and ingenuity. The collection and distillation of vegetable dyes, the gathering and assorting of herbs for medicinal purposes, the preparing of drugs and flavors from certain roots, leaves, and flowers (among which is a substance collected from a tree supposed to be the manna of the Israelitish journey from Egypt to the promised land) are entirely done by villagers. It is remarkable that many of these beneficent and useful productions have not yet been made objects of commercial enterprise. The most beautiful and durable fabrics for shawls, brocades, and carpets are the work of village housewives and girls. The best and most delicate rugs in the world are those made in the mountainous districts of Kurdistan.

The state of trade indicates that there is an upward tendency in the movement of the population. For the last nine years, the country has been free from epidemics, and the improvement in the education for the medical profession has in the larger centers given to life a longer lease and better means of development.

Changes in the sentiments and habits of old nations are slow, and institutions venerated by age and custom are not easily set aside to give place to new ones not always suited to the surroundings. These considerations are not accorded their due value by those who think that if certain alterations could be made, trade would go forward by leaps and bounds. The primary factor to be taken into account in the import trade is the population in its numerical and economical aspects, and this leads to a very important point, which must be remembered if our merchants wish to extend their operations to this country.

Persia is not new as a theater for commercial enterprise, except so far as the nations and the commodities of the west are concerned. At the middle of the last century, merchants from England and other European countries paid occasional visits with a few articles of merchandise.

After this period, foreign commerce began to assume a more definite and orderly shape; not so much, however, in connection with the importation of manufactured goods as in the exportation of raw silk, the cultivation of which in certain parts of Persia (especially at Resht, the chief southern port of the Caspian) is an important industry. Cotton goods were imported, but chiefly as means of exchange for the native produce, as facilities of trade by drafts and money bills were lacking. The establishment of banks, telegraphs, and regular postal intercommunication has brought Persia into intimate connection with the great sources of commercial life. It is no longer a land to be explored, but rather an arena of active and calculated competition, where the honors are to the most capable.

It appears from letters which are frequently received that our people still consider the commercial, political, and social life of Persia to be, like its ancient laws, unchangeable and incapable of impression from foreign methods and influences. At the present time, Persia offers a welcome to all who come with good will and a desire to supply any want that remains unprovided for, or to offer openings for an increase in her own productions.

Persia has suffered much from the speculations of foreign theorists who have been incapable of taking a practical view of the situation. Nearly every enterprise projected during the last twelve years, if it had been managed with a proper regard for the exigencies, might have been a success.

IMPORTS.

To those who have noted the drift of Persian trade during the last twenty years, it will appear that there has been very little change in either the appearance or the quality of the imported merchandise. The designs in some printed goods have recently exhibited a more refined taste, and simpler patterns have taken the place of gaudy colors. The quality of white and gray cloths, chintzes and prints, and other materials of this kind is very indifferent, and leaves plenty of room for improvement. It appears that there is great dissatisfaction with the materials retailed in the bazaars, and a demand for better classes of goods.

WOOLENS.

In woollen goods, both broadcloth and the finer fabrics for women's wear, there is the same deterioration in quality, with not unfre-

quently a warp of cotton and a woof of shoddy, which lose both color and cohesion as soon as they are brought to the test of wind and weather. The Persian Government is more liberal in its customs duties than almost any other country, charging but 5 per cent on luxuries and necessities alike.

SILKS.

Silks, satins, velvets, ribbons, and laces are comparatively superior to the other fabrics, but the prices are proportionately high. Since simpler colors in feminine attire have come more into fashion, there is a greater demand for this class of goods.

LEATHER.

Leather for carriage work and fittings for harness and saddlery and for boot and shoe making has become an article of import of considerable importance, and is likely to increase in extent. Leather is tanned in Persia, chiefly in Hamadan, but the quality is very inferior. Boots and shoes for men, women, and children, especially those of fancy make, have a good market.

PAINTS, ETC.

Paints, colors, and varnish for carriage painting are very much in demand, and the quality supplied by the dealers is of the poorest kind. Some months ago, a catalogue in this line was sent from America to the legation, and was shown to merchants and carriage builders. They were very anxious to obtain samples, but although these were asked for in small quantities, they were not sent. If merchants could in some way send samples of their goods, it would greatly facilitate trade relations. Some initial expense and test of the markets appear to be unavoidable.

CANNED GOODS.

Canned goods, whether meats, sweets, or pickles, find a ready market in Teheran and in some other cities in Persia, but soups and vegetables, except asparagus and pease, are not much in favor.

CLOCKS, HARDWARE, ETC.

Clocks, watches, cutlery, phonographs, electric fans, and other curiosities of a useful or ornamental kind are always salable. Good American padlocks are frequently asked for and are appreciated by those who can get them.

PAPER, ETC.

Wall paper, writing paper, envelopes, pens, holders, pencils, wax, etc., command a good sale, but very little of a superior kind can be obtained either in foreign or native stores.

FARM MACHINERY.

Persian agricultural methods and implements belong to a distant past. Flowing, sowing, reaping, thrashing, and cleaning are of the most primitive kind. The processes are tedious and insufficient, and would fail entirely were an unusual demand made. There is a disposition at the present time among landowners and others to try some of the simpler kinds of our machinery and appliances, so as to

ascertain how far and to what advantage they can be used. Illustrations and catalogues have conveyed a superficial idea of what can be accomplished, and have created a desire to see some of these contrivances in operation. The Persian Government has given a practical proof of its sympathy and cooperation by establishing an agricultural seminary in Teheran, to give instruction to the sons of landed proprietors and others in improved methods of husbandry. The institution is under the management of a Belgian, Mr. Dascher, who spent some years in the United States. He is consequently well acquainted with the details of modern agriculture. He is of opinion that if some enterprising firm would send a complete thrashing machine to be worked by four animals, as a specimen and advertisement, it would lead to the introduction of others and the undertaking would eventually be a commercial success.

PUMPS.

Some air-motor pumps have been imported from America and erected in different parts of Teheran, but unfortunately, when they are most needed there is not sufficient wind to work them. This is to be regretted, for they would be invaluable in the summer, when irrigation springs are low.

EXPORTS.

CLOTH FOR HATS.

As Persian hats are always made of lambskins, or a cloth closely resembling them, a considerable business is done in the latter goods. Last year there was an importation of 150 bales, each bale containing 4 rolls, and each roll 25 meters, at an average cost of \$2 per meter (of 39.37 inches). This cloth is manufactured chiefly at Constantinople, and is imported into Persia from the port of Trebizond, on the Black Sea, and through Asia Minor. The transport of goods from England to Teheran by this route occupies from three to four months. The most direct way is to land the merchandise at Batum, another Black Sea port, and from there dispatch it to the Persian port of Enzelli, via Baku; but on account of the high Russian transit duties, that route is impracticable.

ASTRAKHAN.

The article known to commerce as astrakhan, which consists of lambskins, tanned and dyed black, is an important item in the list of exports from Persia. This branch of native industry finds its outlet at the celebrated fair of Nizhni Novgorod, in Russia, comparatively little being used for home wear, and that chiefly for making hats. Last year, about 1,675 bales, each containing from 10 to 28 bundles, and each bundle 10 skins, were exported. The selling price at the fair varied from \$2 to \$13.50 per bundle, the difference depending not on the size but on the quality of the skins or the delicacy of the little curls. In order to obtain the finest examples, just before the time for bringing forth its young the ewe is killed and the lamb taken from its inside, while breathing, and immediately slaughtered.

SILK.

One of the oldest industries in Persia is sericulture or the production of raw silk from the silkworm. This is carried on chiefly at Resht, south of the Caspian, where, on account of the loamy nature of the

soil and the humidity of the atmosphere, the mulberry trees (the leaves of which form the nourishment of the worms) grow and flourish abundantly. For many years, this profitable industry was in a languishing condition, and it seemed probable it would suffer a complete decay. This was chiefly owing to a lack of scientific knowledge on the part of the native cultivators and a prudent and methodical change of the seed. Europeans, chiefly from France and Greece, have now for several years speculated in the enterprise, and their superior methods have effected an unprecedented revival, so that at the present day it has become a very important part of the industrial life of Persia. Considerable quantities of the silk are absorbed in the manufacture of rugs, which are in great demand for ornamental and furnishing purposes.

CARPETS.

The manufacture of carpets by the old hand processes is still carried on in many parts of the country, and so important has this branch of business become that several English firms keep a staff of employees at Sultanabad—the largest center for this industry—in order to prepare the dyes, give general instructions regarding designs, and make selections and purchases of carpets on the spot. One firm has now for some time had a factory on its own account. The Persian carpets, when free from aniline and chemical dyes, are second to none, either in appearance or durability. Felt carpets made in Ispahan and some other towns are most comfortable as floor coverings, and the better kinds are simple in design and excellent in wear; but their weight and large size are against them as articles of export. The silk rugs, when of chaste patterns and with a ground work free from different shadings, look very beautiful on polished wood floors or even suspended on walls where subdued coloring and an air of warmth are required. The one objection to them is their expense; the finer qualities are beyond the reach of most people. They have to a large extent superseded the best qualities of the wool rugs, which are almost as fine in texture and more durable in wear. To purchase these goods to advantage requires a certain knowledge of the old designs and qualities, a delicate touch and a quick eye for small defects. It is grievous to see how travelers are imposed upon by brokers and dealers through ignorance of these details. The writer has frequently known strangers to pay double and treble the proper price for things, because they thought that by comparison with what they would have to pay at home, they were cheap.

TURQUOISES.

The trade in turquoises has for some time past been quite active, and this beautiful and sympathetic gem, on account of the foreign demand, has been scarce, and in comparison with former years prices have run high. The value of this stone depends upon its color, purity, and shape. In this matter, taste and fashion have rather curious preferences, which are apt to lead to extravagant ideas as to the worth of a particular kind of stone. In western countries, the paler shades are preferred to the darker, but that is not the view taken of them by dealers and buyers here, and it should be known that the former is much the cheaper of the two. It is always advisable, if possible, to obtain old stones, the color of which has become permanent, for it is well known that a slight

change may take place in the course of a few years. The paler hue is looked upon as the more sentimental, and by a kind of superstition as sympathetic. The finest examples of this stone are equal in price to the diamond, and they have, when artistically set, a beautiful effect.

PEARLS.

The pearls of the Persian Gulf are mostly exported to foreign countries, where they are now more fashionable than here. Formerly, the larger and more perfect kinds were made into rosaries, but these are now seldom found. Twenty or thirty years ago, these objects could be bought for a comparatively small sum, but they now realize fabulous prices, and on this account the temptation to sell has been such that few if any are left.

OPIUM AND ASAFETIDA.

Opium and asafetida are exported in considerable quantities, the former mostly to China and the latter to India, where it is used chiefly as a flavoring to native dishes. It is administered here in nervous complaints, and is reputed to be a specific for toothache. Its unpleasant taste and offensive odor militate against its extensive use.

GENERAL.

The new customs administration seems to have promoted a more orderly circulation of traffic, if it has not given an impetus to consumption. This seems at the present time to be quiescent.

The rate of exchange for money bills has been unusually steady during the last twelve months. The average rate has been about 52 krans to the pound sterling, or about 10.80 krans to the dollar.

The price of provisions is now a little lower than it was a few months ago. The harvest has been somewhat better than was anticipated. The temperature is still very high, and there is a great scarcity of water for irrigation purposes. If rain comes within the next month, prices will probably continue as they are; otherwise, they will rise again.

TRANSPORTATION.

The transport of goods from the seaports and frontiers continues to be costly, on account of the scarcity of forage for the pack animals. This decreases the profits of the merchant on his goods, unless he supplies an inferior article.

FIREARMS.

The importation of firearms, cartridges, gunpowder, and general military stores is, without a special permit from the Government, strictly prohibited. All contraband of this kind, if discovered, will be confiscated without right of appeal.

PACKING.

Goods from America for Teheran, central, and southern Persia, reach their destination with far less trouble and much more expeditiously via Bushire, on the Persian Gulf. In case, however, of heavy

packages, such as machinery, which can not be divided, it is better to send them to Bagdad, as the difficulties of mountain transport are less formidable by that route.

Goods should be made up into parcels of not more than 250 pounds weight, two of which are an ordinary load for a mule. Camels on a fairly level country will carry double that weight, but this service is not well adapted for high mountain passes.

The cost of transport varies considerably, being affected chiefly by the cost of forage for the pack animals, or any unusual demand for their employment; but from 10 to 12 cents a ton per mile is about the average rate.

All goods should be most carefully and securely packed, and any articles liable to damage from damp or moisture should be put into tin or zinc lined cases.

The best time for the transport of goods into the interior is from the beginning of September until the end of May.

JOHN TYLER, *Vice-Consul-General*.

TEHERAN, *September 11, 1901.*

SUPPLEMENTARY.

My general report, dated the 11th of September, 1901, on the trade and industries of Persia, embraces most of the points mentioned in the circular of the Department of State, which reached me after the dispatch of the report.

One or two subjects may, however, be profitably mentioned. In the first place, that of packing. The ignorance of the requirements involved in animal transport is not confined exclusively to American merchants, but the same complaint is made against the packing of all nationalities. Where goods of delicate and brittle manufacture are concerned, the difference between profit and loss to the importer generally depends upon careful or indifferent packing; and in the case of instruments of complicated mechanism, or machinery transported in parts, it not infrequently happens that some small piece which can not be supplied here is left out, which involves months of waiting, disappointment, and loss.

Packing is little less than a fine art, and to prevent breakages and leakages, the utmost care, ingenuity, and foresight have to be exercised. Space, too, is a matter of great importance, especially with animal carriage. It is an almost universal complaint among importers that a case could conveniently hold double what it contains.

The United States dollar is scarcely known in Persia, and its value as a circulating medium is in its relation to the English pound, which determines the ratio. If the rate of exchange for the dollar be tolerably favorable, there is generally a loss of 1 cent on it in comparison with the exchange for the pound.

Vessels from the Eastern ports of America, if they came directly to the Persian Gulf, should complete the journey in about eight weeks. For occasional bales or cases of goods, it would be preferable to have them reshipped at Bombay or Kurrachee. Under no consideration should they be sent via the Black Sea and the Caucasus.

Inland freight rates are very unsteady and fluctuate with every disturbance of the supply of animals or of forage, on account of lack of water and of the severity of the weather. There has, however, been a steady increase within the last few years in the cost of transportation; and this in greater proportion on foreign than native merchandise.

No laws or regulations of a discriminating character, either favorable or prejudicial to American goods, have been passed since the treaties settling the conditions of commerce were concluded.

JOHN TYLER, *Vice-Consul-General*.

TEHERAN, *October 17, 1901.*

RUSSIA IN ASIA.

The following statistics have been compiled from a series of reports transmitted to the Department by Commercial Agent Greener, of Vladivostock, from November 12, 1901, to February 10, 1902:

COASTING TRADE.

The number and nationality of steamers engaged in the coasting trade of the maritime province of Vladivostock (Pacific) in 1899 were: Russian, 8; Norwegian, 3; German, 3; Japanese, 2; Austrian, 1. Sailing vessels: Russian, 3. Small craft: Chinese, 557; Korean, 152; Japanese, 4.

The revenue derived from vessels in the coasting trade in 1898 amounted to \$14,000.

Coasting dues.—To Passiet, 15 kopecks (7.7 cents) per ton; to Bering Sea, Okhotsk Sea, and for vessels carrying coal from Sakalin, 20 kopecks (10.3 cents) per registered ton. Other foreign vessels pay 40 kopecks (20.6 cents) per ton.

IMMIGRATION.

The immigration from Russia into the countries and provinces of the Amoor in 1900 was as follows:

By sea, 6,152 persons; died during the voyage, 240 persons. Charges for transportation: Children up to 2 years, free; children from 2 to 12 years, 40 rubles (\$20.60); all others, 80 rubles (\$41.20). After paying all expenses, the immigrants had 341,362 rubles (\$175,801) left.

Immigrants overland, 5,390 persons; died en route, 19 persons. Overland rates for immigrants were the same as those by sea. After paying all expenses, the immigrants had 235,761 rubles (\$121,417) left.

Arrival of peasant immigrants in the Maritime Province.

Year.	By land.	By sea.	Reserve soldiers and ex-convicts.	Went back home.
1897	287	2, 113	372	12
1898	533	3, 522	578	21
1899	849	7, 066	504	18
1900	*4, 500	6, 098	337	*117
1901 (up to July 5)	2, 220	7, 842	.....	*200

*Preliminary information.

Arrival of immigrants by sea at Vladivostock in 1901 (up to July 5).

Steamer.	Number of persons.	From which province in European Russia.
Nishni Novgorod	649	Kieff.
Odessa	1,308	Poltava.
Iekaterinoslav	614	Kieff.
Kherson	1,012	Kieff, Poltava, Eastland, Leafland.
Vladimir	984	Poltava.
Kassan	1,978	Kieff.
Peterburg	1,302	Leafland, Kieff, Volinsk.
Total	7,842	

Overland *via* Habarofsk, about 1,220 persons came from the province of Chernigoff; 1,000 persons from the provinces of Poltava, Kharkoff, and others. The travel overland is much cheaper than the voyage by sea.

According to official reports from the department of emigration, the number of assisted emigrants and self-supporting colonists coming to Siberia and returning, from January 1-14 to September 7-20, 1901, was:

Number emigrating to Siberia	77,774	
Returned	19,728	
		58,046
Self-supporting colonists or voluntary emigrants	19,721	
Returned	12,619	
		7,102
		65,148

The principal cause of the return was the failure of the grain and hay crops in many parts of Siberia.

Growth of Vladivostock.

Description.	1885.	1895.	1898.	1900.
Population	12,200	21,191	.....	38,000
Wooden buildings	568	.....	.....	1,435
Brick buildings, inhabited	26	.....	.....	817
Arrivals of merchant vessels	81	188	.....	436
Merchant licenses, first and second guild	287	1,065	567	.....
Retail trade licenses	170	391	462	.....
Manufacturers, licenses	86	88	231	.....
Revenue	\$36,986	\$101,271	\$223,108	.....
Expenditure	\$34,887	\$122,981	\$156,075	.....

GENERAL IMPORTS AT VLADIVOSTOCK.

Merchandise on which duty was paid at the custom-house at Vladivostock during the first half of 1901.

Articles.	Quantity.	Articles.	Quantity.
Rice cleaned	pounds.. 914,408	Cocoa, ground	pounds.. 2,811
Flour	do. 2,557,986	Cheese	do. 8,197
Tea, Chinese	do. 109,744	Milk, condensed	do. 541
Tea in bricks	do. 14,625	Fish:	
Sugar	do. 6,464	Dried	do. 20,656
Vermicelli	do. 104,219	Smoked	do. 686
Macaroni	do. 2,275	Herring, salted	do. 1,872
Cornstarch	do. 614	Sardines	do. 1,451
Coffee:		Shrimps, dried	do. 281
Raw	do. 1,872	Preserves	do. 16,972
Roasted	do. 3,972	Olives	do. 1,697

Merchandise on which duty was paid at the custom-house at Vladivostock during the first half of 1901—Continued.

Articles.	Quantity.	Articles.	Quantity.
Anchovies.....pounds..	108	Feathers.....pounds..	36
Boys.....do..	36	Boas.....do..	4
Almonds.....do..	361	Bristles.....do..	17
Nuts.....do..	127, 872	Do.....do..	11
Fruit, dried.....do..	69, 263	Glass.....do..	69
Vegetables.....do..	36	Looking-glasses.....pieces..	3
Jam.....do..	433	Opera glasses.....pounds..	11
Candies.....do..	72	Stereoscope.....pieces..	9
Candy:		Glassware.....pounds..	398
Greek.....do..	72	Celluloid.....do..	27
Assorted.....do..	975	China ware.....do..	2, 347
Crackers, assorted.....do..	252	Earthenware.....do..	2, 562
Fruit jelly, in cakes.....do..	36	Clocks.....number..	2
Malt.....do..	11, 389	Watches.....do..	84
Yeast.....do..	4, 189	Watch implements.....pounds..	9
Hops.....do..	1, 517	Silver goods.....do..	14
Cinnamon and pepper.....do..	1, 558	Silver.....do..	‡
Laurel leaves.....do..	325	Metallic articles.....do..	2
Vinegar.....bottles..	16	Gold jewelry.....do..	184
Mustard.....do..	15	Brass articles.....do..	324
Vanilla.....do..	4	Pewter articles.....do..	20
Coffee essence.....do..	8	Zinc articles.....do..	75
Lemon essence.....do..	21	Tinware.....do..	32
Vinegar essence.....do..	8	Cast-iron articles.....do..	139
Beer.....do..	940	Iron castings.....do..	25
Do.....do..	1, 855	Lead articles.....do..	58
Japanese.....do..	78	Iron articles.....do..	126
Brandy.....do..	1, 896	British metal articles.....do..	24
Wine.....do..	1, 004	Knives.....do..	27
Cognac and liqueurs.....do..	4	Fowling pieces, revolvers.....do..	291
Do.....do..	6, 068	Locksmiths' articles.....do..	8
Champagne.....do..	1, 418	Axes.....do..	25
Beverages, assorted.....do..	446	Instruments.....number..	18
Do.....do..	22, 759	Razors.....do..	1
Water, mineral.....do..	19, 905	Iron parts of machinery.....pounds..	4
Cigars.....pounds..	13	Brass parts of machinery.....do..	24
Cigarettes.....do..	1	Machines, and parts of.....number..	1, 161
Silk gauze.....do..	28‡	Implements for artisans.....do..	949
Silk hats.....do..	6	Sewing machines.....do..	12
Woolen stuffs.....do..	4	Divers' apparatus.....do..	43
Woolen fabrics.....do..	6	Hand implements for artisans.....do..	43
Wool, dyed.....do..	2	Indicator.....pounds..	21
Flannel articles.....do..	8	Rubber straps.....number..	63
Cotton stuffs.....do..	47	Pewter.....pounds..	13
Cotton goods.....do..	2	Lead.....do..	167
Cotton thread.....do..	149	Hides, dressed.....do..	46
Cotton stuffs, dyed.....do..	3	Leather articles.....do..	27
Coarse colicoes.....do..	30	Trunk articles.....do..	6
Stockings, cotton.....do..	36	Harness.....do..	2
Wadding.....do..	36	Whips, leather.....do..	39
Hemp goods.....do..	22	Gloves, leather.....do..	10
Sacks.....do..	13	Gaiters and shoes.....number..	43
Sacks, linen.....do..	3	Gaiters, Japanese.....do..	1
Linen.....do..	2	Phaeton.....do..	1
Tarpaulins.....do..	27	Ropes, hemp.....pounds..	2, 387
Hats, felt.....number..	36	Cotton thread.....do..	4
Hats.....pounds..	27	Carpets, common.....do..	6
Hats, straw.....do..	3	Cart grease.....do..	11
Fancy goods.....do..	41	Wooden ware.....do..	49
Fans.....do..	1	Baskets.....do..	18
Muslin goods.....do..	16	Cooper ware.....do..	973
Glass beads.....do..	1	Jute goods.....do..	46
Glass bead goods.....do..	22	Timber.....do..	25
Ribbons, tinsel.....do..	7	Reeds.....do..	2
Brass foil.....do..	1	Furs.....do..	3
Oilcloth.....do..	9	Paper, assorted.....do..	433
Cloths.....do..	4	Paper, not sized.....do..	263
Elouases.....do..	8	Paper ware.....do..	49
Dresses and underwear.....do..	13	Writing paper.....do..	459
Braid galoon.....do..	10	Writing articles.....do..	11
Window shades.....number..	4	Books, bound.....do..	3
Rugs.....do..	2	Lead pencils.....do..	4
Carpets.....pounds..	26	Ink.....do..	94
Thread.....do..	163	Wall paper, samples.....do..	35
Buttons, brass.....do..	8	Shot.....do..	69
Flowers, artificial.....do..	16	Typewriting machines.....do..	12
Umbrellas, cotton.....number..	120	Apparatus for physical cabinets,.....pounds..	136
Rubber articles.....pounds..	97	Photographic apparatus.....do..	12
Gloves.....do..	4	Glass plates.....do..	9
Fancy articles.....do..	38	Frames for copying.....do..	7
Mattresses.....number..	20		

Merchandise on which duty was paid at the custom-house at Vladivostock during the first half of 1901—Continued.

Articles.	Quantity.	Articles.	Quantity.
Albums.....pieces..	3	Whalebone.....pieces..	1
Photographic engravings..pounds..	12	Shoe blacking.....do.....	27
Phonographs.....do.....	11	Surgical instruments.....do.....	7
Cylinders for phonographs.....do.....	3	Thermometers.....do.....	12
Electrical appurtenances.....do.....	6	Bandages.....do.....	6
Papier-maché articles.....do.....	83	Capsules, medical.....do.....	33
India rubber.....do.....	5	Turpentine.....do.....	1
Types for printing.....do.....	5	Codfish oil.....do.....	3
Toys.....do.....	24	Alcohol, medicated.....bottles..	4
Cornstarch.....do.....	23	Water, scented.....pounds..	12
Soap.....do.....	5	Menthol.....do.....	262
Soap, mineral.....do.....	122	Napthaline.....do.....	180
Acids.....do.....	14	Iodoform.....do.....	433
Muriatic acid.....do.....	50	Cream of tartar.....do.....	106
Dyes.....do.....	270	Camphor.....do.....	3
Varnish.....do.....	40	Salts of silver.....do.....	433
Gum.....do.....	188	Medicine.....do.....	722
Galanga.....do.....	7	Tannin.....do.....	72
Lampblack.....do.....	29	Lanoline.....do.....	6
Jelly (fish, bone and vegetable), pounds.....	29	Balsam, Peruvian.....do.....	253
Saltpeter.....do.....	1	Negrosine.....do.....	2
Nutmeg.....do.....	2	Capsules, matico.....do.....	26
Senna.....do.....	28	Potassium.....do.....	8
White rosin.....do.....	5	Agar agar.....do.....	43
Tar.....do.....	296	Chloroform.....pounds..	30
Hops.....do.....	25	Corks.....pieces.....	72
Saffron.....do.....	1	Bottles, empty.....pounds..	2,347
Sponges, Greek.....do.....	9	Perfumes.....do.....	144
Graphite.....do.....	20	Cosmetics.....do.....	217
Alabaster.....do.....	1	Soap, cosmetic.....do.....	361
Beeswax.....do.....	298	Oil of bone.....do.....	72
Polishing matter.....do.....	15	Oil of vegetables.....do.....	361
Alum.....do.....	2	Oil of castor.....do.....	2,564
Candles.....do.....	19	Oil of olive.....do.....	23,184
Pumice, ground.....do.....	15	Oil, perfume.....do.....	469
Paraffin.....do.....	6	Oil, mineral.....do.....	12
Bronze powder.....do.....	2	Oil, nut.....do.....	2
Asbestos.....do.....	10	Oil, mint.....do.....	10
Ground.....do.....	25	Rosin, perfume.....do.....	20
In sheets.....do.....	67	Rosin for beer brewers.....do.....	
Coal oil.....do.....		Seeds.....do.....	

Duties collected on the foregoing, 592,152 rubles (\$204,958).

Cargoes brought to Vladivostock for the Chinese-Eastern Railroad Company, 1900 and part of 1901.

	From Russia.		From foreign countries.		Total.	
	Packages.	Weight.	Packages.	Weight.	Packages.	Weight.
1900.....	Number.	Tons.	Number.	Tons.	Number.	Tons.
1901 (5 months).....	196,452	19,192.1	196,709	65,246.1	393,161	84,438.2
	83,010	8,624.5	16,222	8,569.7	99,232	12,214.2

Population of the Maritime Province in January, 1901.

PRELIMINARY INFORMATION.

Cities and counties.	Russian subjects.					
	Russians.		Native tribes.		Koreans.	
	Male.	Female.	Male.	Female.	Male.	Female.
CITIES.						
Vladivostock	19,682	2,844	.....	.....	63	18
Habarofak	9,841	2,064	14	20	.....	.....
Nikolsk	18,766	2,915	.....	.....	.....	.....
Nikolaefsk	5,783	1,323	17	.....	.....	.....
Petropavlofsk	205	185	10	8	.....	.....
Okotak	140	140	5	5	.....	.....
DISTRICT.						
South Ussury	42,375	32,579	86	52	8,248	7,237
Ussury Cossacks	7,957	7,261	720	500	.....	.....
Habarofak	8,616	2,986	2,516	2,220	840	190
Oodskoi	2,784	1,318	8,746	2,903	.....	.....
Ghishiga	290	260	3,600	3,400	.....	.....
Commodore Islands	16	10	266	259	.....	.....
Anadir	80	80	6,020	6,120	.....	.....
Mining districts	3,235	864	.....	.....	.....	.....
Petropavlovsk	870	880	2,730	2,630	.....	.....
Okotak	160	120	2,040	1,970	.....	.....
Total	110,300	58,774	21,770	20,092	8,651	7,415

Cities and counties.	Foreign subjects.								Total.		
	Koreans.		Chinese.		Japanese.		Europeans.				
	Male.	Fe- male.	Male.	Fe- male.	Male.	Fe- male.	Male.	Fe- male.	Male.	Fe- male.	Grand total.
CITIES.											
Vladivostock	900	320	11,806	153	468	646	169	28	32,568	5,009	37,597
Habarovsk	197	35	2,102	7	124	86	15	8	11,793	3,210	15,003
Nikolsk	1,073	316	3,248	52	182	197	20	15	18,289	4,495	22,734
Nikolaefsk	129	.....	843	.....	211	120	22	4	7,006	1,452	8,457
Petropavlofsk .....	.....	.....	5	.....	5	.....	5	2	230	190	420
Okotsk .....	.....	.....	.....	.....	.....	.....	.....	.....	145	145	290
DISTRICT.											
South Ussury	5,190	2,302	10,739	122	21	39	.....	.....	66,659	42,331	108,990
Ussury Cossacks	1,000	100	1,000	40	20	30	.....	.....	10,697	7,981	18,698
Habarofsk	94	26	167	16	.....	.....	.....	.....	6,723	5,398	12,121
Oodskoi	180	10	169	46	.....	.....	.....	.....	6,879	4,277	11,156
Ghishiga .....	.....	.....	.....	.....	.....	.....	.....	.....	3,890	3,686	7,566
Commodore Islands .....	.....	.....	.....	.....	.....	.....	1	.....	283	269	562
Anadir .....	.....	.....	.....	.....	.....	.....	.....	.....	6,100	6,200	12,300
Mining districts	983	.....	478	.....	.....	.....	9	.....	4,705	864	5,569
Petropavlovsk .....	.....	.....	.....	.....	.....	.....	.....	.....	3,600	3,510	7,110
Okotsk .....	.....	.....	.....	.....	.....	.....	.....	.....	2,200	2,090	4,290
Total	9,746	3,109	30,047	436	981	1,118	241	57	181,736	91,081	272,767

RECAPITULATION.

Russian subjects:		
Russians	109,074	
Native tribes	41,822	
Koreans	16,096	
		227,032
Foreign subjects:		
Koreans	12,855	
Chinese	30,453	
Japanese	2,039	
Europeans	236	
		45,783
		272,767

Population in the Maritime Province during the decade 1890-1899.

Year.	Russians.	Other Russian subjects.	Foreign subjects.				Total.	Including Cossacks.
			Europeans.	Chinese.	Koreans.	Japanese.		
1890	46,179	34,904	143	6,215	13,480	419	101,340	6,336
1891	49,874	35,985	129	7,648	15,060	417	108,437	6,486
1892	81,674	35,692	217	8,508	16,457	617	143,104	6,666
1893	87,213	35,719	244	8,975	15,219	684	147,854	6,859
1894	91,164	35,800	243	9,371	14,417	1,191	152,220	7,140
1895	98,440	35,961	168	10,663	17,868	1,665	164,765	7,150
1896	114,338	51,308	194	13,781	5,196	1,952	186,799	9,368
1897	128,946	61,264	590	29,984	6,720	2,080	228,884	10,572
1898	137,872	60,878	536	33,809	9,877	2,168	243,140	12,270
1899	163,960	57,960	607	38,656	10,675	2,138	274,980	13,866

The Russians form 80.07 per cent of the total population, while the foreign element form 19.03 per cent, though the rate of increase of the foreign population is more rapid than that of the Russian. This is accounted for by the influx of Chinese and Koreans along the coast of the Japanese Sea, and about Nikolaefsk the increment is mainly Japanese; but the movement of this foreign population is rapid and the registration is at best only fairly approximative.

Compared with the women, the men are 2 to 1. This inequality of sex seems to increase rather than diminish, because Chinese and Koreans bring few women, the former almost none, while the unmarried "retired soldiers" annually augment the number of males. The only addition of note to the female element comes from the immigration from "Little Russia," via Odessa.

Taking the entire population of the province (274,980), the inhabitants of the cities and towns form 80,470, the country residents 194,510. But deducting the number of troops (15,920), their families (990), and natives (41,867), Japanese and most of the Chinese not farmers (14,693), and the mining class (6,260), there is a rural population of 122,780.

CITIES OF THE MARITIME PROVINCE.

1. *Vladivostock*.—Chief town of district, the residence of the governor and the district government, a naval and commercial port; a second-class fort.

2. *Habarofsk*.—Principal town of Habarofsky district.

3. *Nikolsk-Ussurisk*.—Principal town of South Ussurien district.

4. *Nikolaefsk*.—Commercial port at the mouths of river Amur, principal town of the Udski district.

5. *Okotsk*.—Principal town of the Okotsk district.

6. *Petropavlofsk*.—Principal town of Petropavlofsky district.

As regards administration, the Maritime Province is divided into ten districts: (1) South Ussurien, the administrative center at Nikolsk-Ussurisk; (2) Ussuri-Cossacks, city of Vladivostock; (3) Habarofsky, city of Habarofsk; (4) Udskey, city of Nikolaefsk; (5) Okotsky, city of Okotsk; (6) Gijiginsky, village of Gijiga; (7) Anadirsky, village of Narkoff; (8) Petropavlofsky, city of Petropavlofsk; (9) Commodore Islands (village of Nikolsk), Bering Islands.

Those parts of Udskey district containing gold mines are under the supervision of the chief of the hill department, whose residence is at Nikolaefsk.

Public and government buildings in 1900.

Names of cities and districts.	Churches.		Chapels.		Chinese chapels.		Chinese churches.		Houses.		Uninhabited buildings.		Fansas.		Tribes' huts.		Total.	
	Stone.	Wooden.	Stone.	Wooden.	Chinese chapels.	Chinese churches.	Stone.	Wooden.	Stone.	Wooden.	Stone.	Wooden.	Stone.	Wooden.	Wooden.	Straw.	Stone.	Wooden.
CITIES.																		
Vladivostock	1	4	.....	.....	3	1	817	1,435	67	466	26	235	.....	.....	.....	.....	410	2,191
Habarofsk	2	2	.....	.....	.....	1	50	974	19	761	.....	82	.....	.....	.....	.....	72	1,819
Nikolsk-Ussuriak	2	2	1	.....	.....	.....	137	1,218	45	930	.....	50	.....	.....	.....	.....	185	2,200
Nikolaefsk .....	.....	2	.....	.....	.....	1	1	438	.....	.....	.....	.....	.....	.....	.....	.....	1	439
Okotak .....	.....	1	.....	3	.....	.....	.....	56	.....	113	.....	.....	.....	.....	.....	.....	.....	173
DISTRICTS.																		
South Ussuri .....	.....	58	2	5	.....	4	220	10,165	99	10,305	.....	4,236	.....	.....	.....	.....	321	24,769
Habarofsky .....	.....	8	.....	14	.....	.....	.....	964	.....	993	.....	578	232	87	.....	.....	.....	2,876
Ussuri-Cossacks .....	.....	7	.....	.....	.....	.....	.....	2,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Udski .....	.....	9	.....	10	.....	.....	.....	239	.....	514	.....	9	.....	422	.....	.....	.....	1,193
Petropavlofsk (with city of Petropavlofsk) .....	.....	9	.....	27	.....	.....	.....	912	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Okobsky .....	.....	.....	.....	14	.....	.....	.....	146	.....	647	.....	.....	.....	.....	684	.....	.....	1,496

Volume of business of Maritime Province for the year 1900.

Departments liable to taxes.	Merchants.			Amount of tax.		Additional tax, 25 per cent.		Approximate volume.			
	First class.	Second class.	Third class.	Rubles.	United States currency.	Rubles.	United States currency.	Transfer.		Profit.	
								Rubles.	United States currency.	Rubles.	United States currency.
Fortress and city of Vladivostock	23	370	410	34,640	\$17,839	8,660	\$4,460	22,235,000	\$11,451,025	3,281,000	\$1,689,715
Nikolaefsk department.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City of Nikolaefsk	4	75	65	6,560	3,878	1,640	845	3,358,000	1,729,370	440,000	226,000
Oudski district .....	.....	7	9	440	227	110	57	68,000	82,445	11,000	5,665
Total (north districts excluded)	4	82	74	7,000	3,806	1,750	902	3,421,000	.....	451,000	232,265
Habarofsk department.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City of Habarofsk	4	183	76	12,030	6,195	3,007	1,549	5,516,000	2,840,740	899,000	462,985
District .....	.....	55	17	2,920	1,504	730	376	572,000	294,580	90,000	46,350
Total in department	4	238	93	14,950	7,699	3,737	1,925	6,088,000	3,135,320	989,000	509,335
Nikolsk-Ussuriak department.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
City of Nikolsk-Ussuriak	2	90	100	6,500	3,848	1,625	837	3,049,000	1,570,235	831,000	170,465
District .....	.....	75	39	4,140	2,182	1,036	533	468,000	241,020	62,000	31,930
Total in department	2	165	139	10,640	5,490	2,660	1,370	3,517,000	1,811,255	893,000	202,395
Total in maritime province.	33	855	716	67,230	34,623	16,807	8,656	35,261,000	18,159,415	5,114,000	2,633,710

FORESTRY.

Revenues in Maritime Province in 1900.

	Vladivostok.		Possem.		Nikolsk.		Tschernigovsk.		Habarovsk.		Nikolaefsk.	
	Rubles.	United States currency.	Rubles.	United States currency.	Rubles.	United States currency.	Rubles.	United States currency.	Rubles.	United States currency.	Rubles.	United States currency.
<i>Forestry department.</i>												
Woods sold	47,244	\$24,330			23,556	\$12,131	33,285	\$17,142	15,691	\$8,060	19,409	\$10,042
Land rented in 1900 ..	400	206							96	49		
Hay sold	2,218	1,142										
Lime sold	1,260	649							1,160	597		
Fines	101	52			159	82	125	65			796	409
Extras					8,835	4,550	1,511	778			2,744	1,413
<i>Agricultural department.</i>												
Catching crawfish and crabs			50	\$25								
Catching trepangs			582	300								
Catching fish			162	88					1,501	773	112,789	58,086
Fines											4,152	2,138
<i>Department of State land properties.</i>												
Securities on different treaties							1,752	907				
Tax quit-rent	2,147	1,106			1,177	606	128	66	81	42	2,089	1,076
Land sold	441	227			1,161	598						
Total	53,814	27,712	794	408	34,889	17,967	36,812	18,968	18,529	9,541	142,069	73,114

MINING.

Gold mines and placers in operation in 1900.

	Number.	Sand washed.	Gold.	Number of miners.
South Oussorien	1	<i>Tons.</i> 4,890.6	<i>Pounds.</i> 252,784	
Amgovnski	19	817,687.4	4,625,136	2,177

The value of the stores brought to the Amgovnski gold mines is shown in the following table:

Articles.	Quantities.	Articles.	Quantities.
Iron, materials of.	tons.. 228.9	Tea, Bohea	pounds.. 17,045
Cast iron, materials of.	do... 194.6	Butter	do... 147,087
Flour	pounds. 3,061,175	Salt	do... 132,748
Fish	do... 520,916	Sugar	do... 162,857
Groats	do... 341,078	Oats and barley	tons.. 33,371.5
Meat	do... 1,185,990	Hay	do... 3,008
Tea, pressed	pieces. 14,210		

Permits issued for the Maritime Province in 1899 were:

Gold mining	451	Coal	34
Silver	3	Iron ore	13
Naphtha	3	Fire clay	1

One hundred and forty-two new placers were reported.

MINERAL SPRINGS.

The mineral springs, which are visited by invalids in this section, are in the Udski district. They are called the Annenski Hot Springs, and it is said that their effects are beneficial. There are numerous hot springs in Kamchatka also, but these are visited only by the local population.

The Annenski Hot Springs are rented by a private person, and the place is said to be gradually improving. New buildings are being constructed, the old ones repaired, and bath-houses renewed. During the season of 1898-99, these springs were visited by 335 persons.

LIVE STOCK, ETC.

Statistics of cattle breeding in the Maritime Province for 1899.

Names of village districts.	Number of home-steads.	Number of households owning cattle and horses.	Total number of—			
			Horned cattle.	Horses.	Sheep.	Hogs.
HABAROVSK DISTRICT.						
Nikolo-Alexandrofsk village district (9 villages)	358	146	615	666	1	300
Kiynak village district (6 villages)	197	141	465	351	.....	392
Troitska village district (6 villages)	117	115	574	623	.....	250
Nishni-Tambofsk village district (12 villages)	132	124	837	1,010	.....	163
Total	824	526	2,491	2,650	1	1,106
USSURY COSSACK DISTRICT.						
Kozlofsky village district (23 villages)	573	385	3,377	2,668	.....	1,768
Kasakevitch village district (16 villages)	319	250	2,059	2,233	42	1,547
Platono-Alexandrofsk village district (8 villages)	491	445	3,110	1,998	401	1,028
Poltavsky village districts (8 villages)	428	390	1,636	1,722	151	1,269
Total	1,811	1,410	10,182	8,616	594	4,578
SOUTH USSURY DISTRICT.						
Chemoozhinsk village district (2 farms)	2	2	17	9	9	10
Adiminsk village district (3 stations, 3 farms, 1 village)	30	12	189	566	.....	98
Soochanak village district (2 farms)	4	3	62	23	24	7
Hanka village district (1 village)	12	7	56	82	.....	12
Ianchihinsk village district (8 villages)	245	38	296	440	80	443
Rasdoiminsk village district (1 station, 2 farms, 5 villages)	147	47	374	245	50	341
Ivanofsk village district (1 farm)	1	1	65	25	.....	25
Total	441	110	1,008	1,360	329	936
Grand total in the South Ussury district (outside of cattle belonging to military department)	11,300	6,476	56,209	23,879	1,413	35,304
TOWNS.						
Vladivostok	.....	.....	810	1,790	170	930
Nikolai-Ussurisk	.....	.....	2,080	2,680	30	990
Habarofsk	.....	.....	690	1,280	65	850
Nikolaefsk	.....	.....	220	440	5	300
Petropavlofsk	.....	.....	140	30	.....	10
Okotak	.....	.....	150	20	.....	.....
Total in the towns	.....	.....	4,090	6,240	270	2,570

* Deer.

• Including 165 goats.

In Nikolaefsk, Petropavlofsk, and Okotak, besides cattle and horses, they keep driving dogs and reindeer as domestic animals, viz: Nikolaefsk, 340 dogs; Petropavlofsk, 620 dogs and 10 reindeer; Okotak, 1,000 dogs and 60 reindeer.

Apiculture, Ussury district, maritime province, 1900.

South Ussury district.	Number of house-holders.	Number of hives.	When established.
Chernigovska village district.....	110	7,482	1890
Spasska village district.....	127	5,968	1890
Senkovska village district.....	91	5,042	1892
Ivanovska village district.....	59	4,814	1892
Osipenska village district.....	58	2,960	1893
Acocchanska village district.....	39	2,849	1894
Grigoriefaka village district.....	44	1,978	1898
Hankalsk village district.....	37	1,719	1898
Pokrofsk village district.....	37	1,848	1896
Osinofaka village district.....	18	672	1896
Chimovhinska village district.....	26	530	1896
Suifunsk village district.....	12	449	1896
Mihalovska village district.....	18	859	1896
Borisovska village district.....	10	217	1896
Rasdolninsk village district.....	6	65	1894
Total village districts.....	682	36,277	.....
Town of Nikolai-Ussuriak.....	7	270	1896
Town of Habarovsk.....	5	490	1892
Ussury-Cossack district.....	48	655	1897
Sviatotoitsk Monastery.....	1	827	1897
Farm Barabash.....	1	46	1896
Farm Pavlinovka.....	1	839	1897
Railroad station.....	1	185	1897
Habarovsk district.....	19	428	1897
Total outside village districts.....	85	2,785	.....
Grand total.....	• 767	• 39,012	.....

• The figures are approximate and below the actual.

The quantity of honey sold is about 3,000 poods (108,000 pounds) a year, valued at 18,000 rubles (\$9,270). The householders themselves use about the same quantity. Wax sold amounts to about 1,000 poods (36,000 pounds) yearly, valued at 16,000 rubles (\$8,240). The total value of all the hives is 250,000 rubles (\$128,750).

The catch of fur animals, maritime province, 1896-1899.

Districts.	1896.	1896.	1897.	1898.	1899.
OKHOTSK DISTRICT.					
Squirrels.....	47,816	53,013	38,873	35,504	60,210
Foxes.....	1,830	441	1,314	843	803
Bears.....	211	210	376	160	240
Wolves.....	33	20	25	28	17
Land otters.....	44	40	34	39	22
Ermines.....	727	59	688	50	153
Wild sheep and deer.....	3,299	2,887	2,766	2,698	2,290
Hair seals and sea lions.....	2,157	2,969	1,945	2,490	2,126
Value in roubles.....	60,230	58,821	52,249	47,854	46,674
Value in United States currency.....	\$30,000	\$28,900	\$26,000	\$23,900	\$23,300
PETROPAVLOVSK DISTRICT.					
Sables.....	2,265	1,048	2,270	2,568	2,064
Foxes:					
Red.....	711	705	872	1,453	709
Black.....				5	6
Blue.....	6	8	15		
Bears.....	1,257	908	1,442	1,825	1,238
Reindeer.....	582	606	413	894	141
Wild sheep.....	284	324	238	245	298
Wolves.....	8	13	32	46	45
Hair seals.....	1,645	2,651	1,806	2,013	1,896
Land otters.....	298	251	819	870	863
Sea otters.....	5	10	14	8	11
Ermines.....	128	128	645	1,805	278
Wolverines.....	45	66	72	98	72

Fishing returns from Kamchatka district in 1900.

Proprietors.	Fishing stations.	Fishermen employed.
Peasant Yubkoff.....	14	461
Russian Sealskin Company.....	25	600
Merchant Bryner.....	9	848
Merchant Kahtin.....	1	45
Total.....	50	11,454

All Japanese.

Revenue collected.

	Rubles.	
From Peasant Yubkoff:		
For 14 stations.....	1,400.00=	\$721
For 461 workmen.....	138.30=	71
For ground.....	336.00=	173
For 119,434 poods (4,299,644 pounds) of fish caught.....	5,971.70=	3,076
Total.....	7,846.00=	4,041
From the Russian Sealskin Company:		
For 23 stations.....	2,300.00=	1,185
For 600 workmen.....	180.00=	93
For ground.....	576.00=	297
For 97,766 poods (3,515,976 pounds) of fish caught.....	4,888.20=	2,517
Total.....	7,944.20=	4,092
From Merchant Bryner:		
For 9 stations.....	900.00=	464
For 348 workmen.....	120.00=	62
For ground.....	216.00=	111
Total.....	1,236.00=	637
From Merchant Kahtin:		
For 1 station.....	100.00=	52
For ground.....	24.00=	12
For 45 workmen.....	13.00=	6
For 11,418 poods (412,326 pounds) of fish caught.....	570.90=	294
Total.....	707.90=	364
From Japanese Okaha.....	438.00=	226
For 29 fishing stations (new).....	4,284.00=	2,206
For lease to the Russian Sealskin Company.....	96.00=	49
Grand total receipts.....	22,556.10=	11,615

POSTS AND TELEGRAPHS.

Postal and telegraphic stations for Vladivostock (local) and for the province (other localities) for the year 1900.

REVENUE AND EXPENSES.

	Rubles.	
Postal revenue.....	143,493=	\$73,899
Telegraph revenue:		
Provincial.....	519,396=	267,484
Foreign.....	125,584=	64,676
Total.....	788,463=	406,069

Expenditures:	Rubles.
Salaries to officials	173,007= 89,109
Wages of employees.....	42,721= 22,000
Lodging, heating, lighting, etc.....	27,287= 14,053
Other expenses	4,520=
Total	247,535=125,162
Excess of revenue	540,928=280,895

TELEGRAMS RECEIVED AND FORWARDED.

	Received.	Forwarded.
Local.....	79	
Other localities	354,843	352,473
Foreign	16,961	17,467
In transit	564,498	
Total	1,385,856	

LETTERS, MONEY ORDERS, PACKAGES, ETC., RECEIVED AND FORWARDED

Description.	Received.	Forwarded.
Common letters mail matter:		
Local—		
Prepaid.....	15,285	
Official.....	6,672	
Other localities:		
Prepaid.....	588,287	
Official.....	628,556	
Foreign	44,151	78,183
Common banderoled mail matter:		
Local	21,949	
Other localities	150,045	
Foreign	19,811	9,975
Subscriptions to periodicals:		
Local	1,530	
Other localities	1,109,345	260,208
Foreign	78,856	
Registered letters:		
Local	1,855	
Other localities	193,046	
Foreign	32,782	16,490
Money and valuable packages:		
Local	186	
Value	\$3,944	
Other localities	114,440	47,172
Value	\$31,568,823	\$11,642,118
Foreign	75	266
Value.....	\$1,258	\$8,962
Money transfers:		
By mail.....	13,155	17,027
By telegraph.....	4,064	10,753
Amount transferred	\$396,123	\$604,806
Valuable parcels:		
Other localities	12,344	8,806
Value.....	\$790,290	\$3,928,571
Foreign	24	
Value	\$180	
Parcels, unappraised:		
Other localities	19,401	
Foreign	85	
Parcels with payment on delivery		
Value.....	9,181	1,628
	\$62,429	\$14,992

Value of the mail in transit, 11,218,511 rubles (\$5,777,583).

SCHOOLS.

Number of schools and pupils in the Maritime Province on January 1, 1901.

Name of institution for public instruction.	Number of schools.	Number of pupils.		
		Male.	Female.	Total.
Oriental Institute (Vladivostok)	1	69	.....	69
Grammar school in the institute	1	222	.....	222
Corps of cadets (Habarovsk)	1	184	.....	184
Grammar school, without ancient languages (Habarovsk)	1	60	.....	60
Girls' grammar schools (Vladivostok and Habarovsk)	2	.....	401	401
Urban schools (Vladivostok, Habarovsk, Nikolai)	8	498	.....	498
Girls' urban schools (Habarovsk, Nikolai)	2	.....	104	104
Alexeyevsky girls' school (Habarovsk)	1	.....	110	110
Urban parish schools (Vladivostok, Habarovsk)	2	126	.....	126
Primary schools (Vladivostok)	2	28	80	108
Parish school of 2 grades	1	86	19	65
Parish school of 1 grade	41	2,040	820	2,860
Elementary schools	86	656	91	747
Two-grade schools of the ministry of education	1	55	.....	55
One-grade schools of the ministry of education	17	656	132	787
Two-grade Cossack schools	2	80	25	105
One-grade Cossack schools	28	618	178	796
Alexandrovsky School of Navigation (Vladivostok)	1	80	.....	80
Technical railroad school (Habarovsk)	1	51	.....	51
Elementary school of the navy department (Vladivostok)	1	80	.....	80
Private elementary and preparatory schools	11	215	140	355
Elementary evening school (Vladivostok)	1	204	14	218
Missionary schools	7	140	42	182
Total	168	5,947	1,656	7,603

BANK RETURNS.

Brief balance sheet of the Vladivostok branch of the State Bank for 1900.

Accounts.	Balance to January 1, 1900.	Entered into—		Balance to January 1, 1901.
		Debit.	Credit.	
ASSETS.				
	<i>Rubles.</i>	<i>Rubles.</i>	<i>Rubles.</i>	<i>Rubles.</i>
Cash	1,228,000	55,257,000	50,823,000	5,662,000
Bills discounted	896,000	1,243,000	1,201,000	438,000
Special accounts current, secured by bonds and obligations	78,000	443,000	376,000	140,000
Loans, subbonds and obligations	82,000	75,000	65,000	42,000
Loans, submerchandise	8,000	163,000	80,000	91,000
Loans to farmers	8,000	16,000	15,000	9,000
Loans to manufacturers	15,000	.....	9,000	6,000
Bonds belonging to the bank	560,000	1,686,000	1,862,000	344,000
Account with Government subtreasuries .....	.....	24,741,000	23,942,000	799,000
Other assets	6,419,000	20,806,000	17,805,000	9,422,000
Total	8,739,000	104,882,000	96,168,000	16,968,000
LIABILITIES.				
Deposits	357,000	944,000	1,075,000	438,000
Accounts current	167,000	81,658,000	81,680,000	144,000
Account with State Bank	7,892,000	46,028,000	54,389,000	15,708,000
Account with subtreasuries	760,000	760,000	.....	.....
Other liabilities	68,000	5,889,000	6,489,000	618,000
Total	8,739,000	85,269,000	98,483,000	16,968,000
Grand total .....	.....	189,651,000	189,651,000	.....
Bonds and obligations received for safe-keeping .	1,866,000	1,296,000	696,000	1,966,000

FOOD PRICES.

The following were the market prices which prevailed in Vladivostock on September 25, 1901:

Articles.	Price.	Articles.	Price.
Grapes, per pound.....	\$0.13	Flour:	
Pears, per pood.....	.52	Rye, per pood.....	\$0.72
Pears, per 10.....	.67	Wheat, per pood.....	\$0.62 to 1.67
Potatoes, per pood.....	.15	Beef, fresh:	
Cabbage, per head.....	.08	First, per pood.....	3.71
Coal oil, per case.....	2.83	Second, per pood.....	3.30
Ruckwheat, per pood.....	1.03	Pork, fresh, per pood.....	3.09
Hens, each.....	.36	Oats, per pood.....	.41
Salmon, fresh, each.....	.15	Eggs, per 100.....	1.29
Onions, per pood.....	.62	Cucumbers, per 100.....	.41
Butter:		Rice:	
Cooking, per pood.....	7.20	First, per pood.....	1.18
Table, per pound.....	.46	Second, per pood.....	.98
Bean oil, per pound.....	.10	Sour cream, per pound.....	.20
Sunflower oil, per pound.....	.18	Cottage cheese, per pound.....	.08
Milk, per bottle.....	.10	Pheasants, per pair.....	.41
		Apples, per 10.....	.67

AMoor RIVER TRAFFIC.

The cargoes and passengers carried in steamers on the Amoor River and its tributaries within the limits of the maritime province during the navigation of 1900 were: *

Amoor and tribu- taries.	Cargoes.				Number of passengers.			
	Down the river.	Up the river.			Down the river.	Up the river.		
	Private.	Private account.	Military.	Total.	Nonmil- itary.	Nonmil- itary.	Military.	Total.
	Tons.	Tons.	Tons.	Tons.				
Amoor ..	1,584	61,107	58	62,011	8,422	9,281	2,826	12,107
Sungary ..	689	706	.....	706	183	74	.....	74
Amgoon ..	49	1,442	.....	14,417	228	.....	.....	296
Usury	4,695	9	.....	9	208	.....	.....	208

NAVIGATION.

Merchant vessels entered the port of Vladivostock under the Russian flag.

Owners.	Number of vessels.	Number of crew.					
		1899.		1900.		1901.	
		Russian subjects.	Foreign subjects.	Russian subjects.	Foreign subjects.	Russian subjects.	Foreign subjects.
Volunteer fleet.....	15	1,674	.....	1,655	8	1,602	13
Chinese Eastern Railroad.....	13	49	180	215	270	224	325
Russian Steamer and Trade Association.....	6	153	2	182	12	242	15
Sheveloff.....	2	29	71	22	76	16	22
Bryner & Co.....	3	9	36	.....	34	2	25
Ministry of the domains.....	1	9	.....	9	.....	9	.....
Kaiserling.....	3	12	26	18	7	6	37
Demby & Co.....	1	.....	.....	15	47	24	48
Baltic Steamer Co. of Riga.....	5	.....	.....	97	6	66	1
Mordohovitch, of St. Petersburg.....	1	.....	.....	21	6	.....	.....
Bochenaky & Co.....	1	.....	.....	50	1	56	.....
Zotof.....	1	.....	.....	.....	24	.....	.....
Red Cross Association.....	1	.....	.....	78	8	60	5
Russian Eastern Co.....	4	.....	.....	140	90	128	81
Pollman, of St. Petersburg.....	1	.....	.....	20	13	25	3
Total.....	58	1,985	315	2,522	602	2,460	675

* On account of the war with China in 1900, figures are only approximate. Military cargoes are scarcely mentioned at all.

Vessels arriving at and departing from Vladivostock during the first half of year 1901.

Consignees.	Flag.	Number of vessels.	Registered tonnage.	Cargo imported (tons).	Cargo exported (tons).	Passengers arrived.	Passengers departed.
Kunst & Albers (German).....	German	18}	100,380	78,505.3	6,379.5	23,228	3,523
	Danish	8}					
	Russian	17}					
	American	3}					
	Japan	24}					
	British	4}	57,606	8,485.6	10,693.9	11,848	4,721
	Norwegian	4}					
Chinese Eastern R. R. Co. (Russian).	German	1}					
	Russian	62}					
	Japan	4}					
Nippon Yusen K. (Japanese) ..	Japan	7}	9,486	2,670.4	280.7	1,866	532
Zotoff	Russian	5}	280	172.4	8.5	11
Bryner	Russian	2}	17,088	21,358.9	406.5	167	84
	Japan	5}					
	Norwegian	4}					
Songloura (Japanese)	Chinese	1}	5,060	922	106	332	156
	Japan	10}					
Sheveleff	Russian	2}	1,426	1,068.6	379	3
Tzimmerman	Japan	1}	11,102	1,827.5	901.6	* 4,254	* 826
	American	8}					
Clarkson & Co. (American) ...	Japan	3}	14,205	18,052.6	6,439	277	280
	British	6}					
	Norwegian	2}					
	German	1}					

* Chinese coolies to and from Chefoo.

PASSENGER TRAFFIC.

The following statement shows the arrival and departure of passengers by sea in and from Vladivostock during the first half of 1900:

Nationality.	Arrived.	Departed.	Nationality.	Arrived.	Departed.
Austro-Hungarians.....	3	3	Turk	1	.....
British	44	15	Frenchmen	22	20
German	35	5	Swiss	1	.....
Greek	1	.....	Japanese	864	349
Danes	3	.....	Koreans	658	314
Chinese.....	32,030	4,196	Miscellaneous	85	40
Russians	16,384	13,806	Total	50,162	18,759
Citizens of the United States	36	13			

Entry and departure of vessels to and from the port of St. Olga in 1900.

Name of vessel.	Nationality.	Registered tonnage.	Cargo.	Number of passengers.
Okazaki-Totaroo	Japanese	40	Provisions for workmen.....	29
Sungary	Russian	814	Household articles and groceries.	14
Ningoota	do	842	.....	13
Van-shoo-pan (junk boat) ..	Chinese	32	Flour	6
Sungary	Russian	814	.....	.....
Kamchadal	do	900	.....	.....
Sungary	do	814	.....	11
Ningoota	do	482	.....	.....
Riouu Maroo	Japanese	56	Fishing tackle, rice, and salt ..	17
Sungary	Russian	482	Sundries and immigrant effects..	144
Ningoota	do	814	.....	.....
Okazaki-Totaroo	do	482	.....	.....
Say-Sakoo-Maroo	Japanese	40	.....	29
Sungary	do	35	Fishing tackle, rice, and salt ..	32
Mugden	Russian	814	.....	.....
Sungary	do	880	.....	11
Javata-Maroo.....	do	814	Flour and groceries.....	7
	Japanese	48	Fishing tackle, rice, and salt ..	32

Entry and departure of vessels to and from the port of St. Olga in 1900—Continued.

Name of vessel.	Nationality.	Registered tonnage.	Cargo.	Number of passengers.
Mugden	Russian	880		
Sungary	do	814		
Ningoota	do	842	Flour	
Sinpoo-Maroo	Japanese	94		9
Sungary	Russian	814	Sundries	30
Ningoota	do	842		
Sayko-Maroo	Japanese	77	Rice, salt, and fishing tackle	25
Dumm-Maroo	do	72	do	17
Ningoota	Russian	482		14
Sungary	do	814		
Do	do	814	Sundries and vegetables	4
Ningoota	do	482		
Sungary	do	814		2
Ningoota	do	842		5
Sungary	do	814		9
Kotoko-Maroo	Japanese	86	Rice and salt	
Ningoota	Russian	482		
Sungary	do	814		
Mugden	do	880	Flour and sundry groceries	27
Ningoota	do	482		

NOVOMARYINSK POST, ESTUARY OF ANADIR.

Vessels entered during navigation of 1900.

Names of vessels.	Number of passengers arrived.	Cargo imported.	Cargo exported.
Steamer Baikal (Shevelloff's)	14	4,245 poods	Furs, 218 poods (8.5 tons).
Steamer Progress (Bryner's) *			
Sailing schooner Vera (chartered by Schmotin and Lesareff's Gold Mining Co.) *	8		

*Gold mining companies; both unsuccessful.

ROADSTEAD OF NIKOLSK, ISLAND OF BERING.

Vessels entered during the navigation of 1900.

Name of vessel.	Date of arrival.	Date of departure.	Cargoes of passengers.
Steamer Kottick of the Russian Sealskin Company ..	Apr. 26	Apr. 27	Brought 8 passengers and 3,100 poods (50.4 tons) of cargo.
Do	Apr. 29	Apr. 29	
Do	July 15	July 15	1 passenger, 1,430 poods (23.2 tons) cargo and 1 cow.
Do	July 17	July 17	
Naval transport, Yacoot	July 27	July 28	
Steamer Bobrick, Russian Seal Skin Company	July 27	July 30	
Steamer Habarovsk, Volunteer Fleet	Aug. 27	Aug. 27	
The Bobrick	Sept. 16	Sept. 16	Carried away 12,000 fur-seal skins.
The Yacoot	Sept. 21	Sept. 21	
Do	Sept. 24	Sept. 24	
The Kottick	Oct. 5	Oct. 5	Brought 2 passengers, 1,800 poods (29.3 tons) cargo, and 2 cows.
Do	Oct. 21	Oct. 22	

Steamers entering the port of Petropavlosk in 1901.

Flag.	Registered tonnage.	Cargo imported.	Cargo exported.	Passengers arrived.	Passengers departed.
		<i>Poods.</i>		<i>Poods.</i>	
Russian	12, 158	263, 241	182, 542	362	89
Japanese	696	29, 040	11, 800	86	42
American	728	66, 500			
Total	18, 581	358, 781	194, 342	448	181

Merchant vessels entering the port of Nikolaefsk during 1901.

Flag.	Number of vessels.	Registered tonnage.	Cargo imported.	Cargo exported.	Passengers arrived.	Passengers departed.
			<i>Tons.</i>	<i>Tons.</i>		
Russian	19	14, 863	298, 974	108, 855	1, 647	980
Japanese	52	8, 754	235, 896	318, 380	284	264
British	9	10, 443	550, 065	15, 375	2	
Austrian	6	6, 209	834, 535	73, 275	16	3
German	1	1, 317	142, 000		8	
Norwegian	4	5, 806	270, 700		2	
American	1	1, 127	68, 874			
Total	92	15, 763	1, 907, 014	510, 882	1, 964	1, 247

TRADE OF MANCHURIA.

Trade between the Maritime Province and Manchuria is conducted via Kunchun and Poltafskaia, towns on the frontier where the goods are registered. The trade in 1899 was:

*Imports from Manchuria.***VIA HUNCHUN.**

Articles.	Quantity.		Value.	
	Pieces.	Pounds.	Rubles.	U. S. currency.
Barley		7, 220	160	\$82
Oats		164, 310	3, 640	1, 890
Oil cake		562, 625	15, 580	8, 024
Rice		861	75	39
Beans		2, 612, 068	36, 166	18, 625
Peas		41, 890	2, 900	1, 494
Haricot		88, 474	3, 920	2, 019
Tobacco		420	1, 680	865
Vegetables		130, 364	610	1, 859
Watermelons	30		5	2
Mushrooms		3, 611	1, 500	773
Spices		27, 806	8, 850	1, 963
Nuts		239, 423	19, 890	10, 243
Flour		32, 140	1, 284	713
Maccaroni		23, 473	6, 500	3, 348
Oil		25, 459	24, 420	12, 576
Hemp oil		12, 856	1, 424	733
Waste		43, 384	4, 200	2, 163
Ropes		141, 378	19, 575	10, 061
Chickens	23, 295		6, 988	3, 599
Ducks	1, 137		579	296
Eggs	548, 760		16, 462	8, 478
Pork	2, 306		46, 120	23, 762
Mutton	150		900	464
Live sheep	643		3, 215	1, 646
Cattle	2, 941		177, 460	91, 392
Pigs	2, 730		54, 600	28, 119
Coal		87, 391	1, 352	686
Felt	6, 550		45, 850	23, 613
Cloth, ready-made	40		1, 000	515
Furs	420		840	433
Lump sugar		7, 222	60	31
Logs, wood	280		1, 400	721
Planks	1, 660		380	170
Wooden goods	50		25	13
Total			507, 680	261, 445

Imports from Manchuria—Continued.

VIA POLTAFSKAIA.

Articles.	Quantity.		Value.	
	Pieces.	Pounds.	Rubles.	U. S. currency.
Wheat		384,945	9,818	\$5,056
Oats		361,048	7,999	4,119
French seed		20,620	686	352
Oil cake		1,040,531	28,817	14,840
Millet		355,306	11,807	6,080
Buckwheat		74,102	1,847	951
Rice		56,154	2,333	1,201
Beans		567,494	9,244	4,761
Haricots		4,803	203	105
Pease		150,334	10,407	5,360
Straw		54,276	300	155
Tobacco		322,385	40,167	20,686
Vegetables		165,882	4,688	2,355
Spices		31,066	4,300	2,215
Melons		1,805	3	1
Mushrooms		41,420	16,605	8,552
Watermelons		975	3	1
Nuts		50,196	3,475	1,790
Flour		506,882	22,456	11,565
Macaroni		21,125	5,850	3,013
Oil		199,555	22,104	11,394
Hemp		62,365	6,908	3,558
Roe deer	11			
Waste		5,606	553	285
Ropes		58,449	12,385	6,378
Poultry	4,238		1,271	656
Ducks	16		8	4
Pheasants	4,710		1,413	727
Eggs	20,480		614	316
Pork	4,908		98,160	50,452
Beef	10		600	309
Mutton	10		60	31
Charcoal		18,773	260	134
Coal		1,444	20	10
Chinese paper	692		6,228	3,207
Felt	805		5,535	2,902
Furs	28		280	144
Clothing (ready-made)	6,474		161,850	83,353
Boots	2,156		2,156	1,110
Skins, manufactured	120		840	433
Crockery	970		291	150
Wooden goods	2,545		1,272	655
Baskets	1,044		209	108
Moist sugar		107,000	14,815	7,630
Logs (wood)	10		50	25
Planks	476		95	49
Total			518,966	267,278

Total imports from Manchuria in 1899, 1,026,646 rubles (\$528,724), divided as follows:

	Rubles.	United States currency.	Per cent.
Cattle	177,460	\$91,392	17
Pigs and lambs	57,815	29,778	6
Pork, beef, and mutton	145,840	75,108	14
Oil	54,856	28,251	5
Village goods	40,149	20,577	4
Beans	62,840	32,363	6
Different kinds of grain	82,758	42,620	8
Flour	23,840	12,278	2
Tobacco	41,847	21,551	4
Different goods	339,241	174,709	33
Total	1,026,646	528,724	100

Exports to Manchuria in 1899.

	Rubles.	United States currency.
Different fabrics	247,991	\$127,715
Russian and foreign goods	- 206,996	106,068
Chinese goods	1,569,312	808,196
Salt	83,433	17,218
Fish and sea cabbage	117,495	60,510
Skins (raw and manufactured)	35,759	18,416
Nuts and oranges	7,804	3,762
Flour and grain	4,028	2,074
Total	2,221,818	1,143,979

Trade with Manchuria, through Iman-Sandogou (on the other side of the river Ussoori) and on the river Mooren, is decreasing. Exports to Manchuria are increasing, via the river Soongari in summer, and in winter over Chinese Eastern Railway.

Exports to Manchuria.

VIA HUNCHOON.

Articles.	Quantity.		Value.	
	Pieces.	Pounds.	Rubles.	United States currency.
Chinese cloths	510	.....	12,720	\$6,551
Chinese boots	400	.....	400	206
Chinese paper	1,110	.....	9,990	5,145
Chinese goods .....	.....	418,802	572,250	294,709
Salt .....	.....	1,350,950	22,446	11,560
Salt fish .....	.....	117,725	9,780	5,057
Smoked fish .....	.....	27,265	2,265	1,166
Sea cabbage .....	.....	109,780	8,040	1,566
Trepangs .....	.....	80,891	44,800	28,072
Common linen	22,056	.....	110,280	56,792
Cotton cloth	6,007	.....	18,021	9,281
Linen	1,600	.....	6,400	3,296
Printed calico	1,470	.....	11,769	6,041
Calico	290	.....	1,450	747
Dried fruits .....	.....	1,806	2,500	1,288
Petroleum	2,285	.....	11,175	5,755
Groceries .....	.....	14,445	40,000	20,600
Red fustian stuff	150	.....	1,200	618
Oranges	980	.....	980	479
Nuts .....	.....	43,834	2,400	1,226
Flour .....	.....	16,611	1,880	711
Wool .....	.....	46,584	15,480	7,972
Skins:	.....	.....	.....	.....
Raw .....	.....	214,890	29,745	15,319
Manufactured	100	.....	700	361
Assorted iron .....	.....	804,785	16,880	8,688
Logs (wood)	10	.....	50	26
Crockery	468	.....	138	71
Rice .....	.....	18,417	1,020	525
Total .....	.....	.....	949,200	488,838

VIA POLTAFSKAIA.

Chinese cloths	23,787	.....	23,787	\$12,250
Chinese boots	6,927	.....	6,927	3,567
Chinese paper	6,182	.....	55,638	28,654
Chinese goods	17,752	.....	887,600	457,114
Salt	14,712	661,288	10,987	5,656
Salt fish .....	.....	121,709	10,116	5,210
Smoked fish .....	.....	265,279	29,894	15,133
Lump sugar .....	.....	8,708	1,928	993
Candy sugar .....	.....	33,764	5,710	2,889
Sea cabbage .....	.....	61,752	1,710	881
Trepangs .....	.....	722	400	206

Exports to Manchuria—Continued.

VIA POLTAFSKAIA.

Articles.	Quantity.		Value.	
	Pieces.	Pounds.	Rubles.	United States currency.
Oil.....		3,972	440	\$227
Oil cake.....		397	11	5
Beans.....		3,083	42	22
Wheat.....		268	7	4
Eggs.....	85		2	1
Common linen.....	11,943		59,715	30,758
Cotton cloth.....	3,857		10,071	5,187
Linen.....	2,772		11,088	5,711
Printed calico.....	50		400	206
Calico.....	40		200	108
Red fustian stuff.....	3		21	11
Barege.....	145		725	378
Cloth:				
Black.....	310		15,500	7,988
Printed.....	29		1,160	597
Petroleum.....	2,291		11,455	5,899
Dried fruits.....		21,089	29,200	15,088
Groceries.....		5,056	24,000	12,360
Oranges.....	2,230		2,230	1,148
Nuts.....	697		1,849	694
Flour (bags).....	465		744	383
Oil.....		361	40	21
Cotton.....		55,974	18,600	9,579
Skins:				
Raw.....	457		2,185	1,125
Manufactured.....	447		3,129	1,611
Iron:				
Assorted.....		335,444	18,578	9,568
Worked.....		9,425	788	408
Wooden goods.....	961		461	237
Crockery.....	14,790		4,484	2,284
Horns, dried.....	80		16,000	8,240
Pheasants.....	2,620		786	405
Rice.....		14,878	824	424
Tea (boxes).....	19		390	196
Apples (boxes).....	35		350	180
Soap (boxes).....	17		170	88
Planks.....	45		14	7
Lime.....		1,444	12	6
Mats.....	2,826		2,826	1,455
Matches (lucifer).....	543		54	27
Total.....			1,272,118	655,141

CUSTOMS TARIFF IN SIBERIA.

There has always been trouble in eastern Siberia in customs matters. In 1862, it was decided that European and colonial goods coming through the Maritime and Amoor provinces to the custom-house at Irkutsk must pay duty in accordance with the tariff of Russia in Europe. This held good only for merchandise passing Irkutsk into the western provinces. No duty was exacted from merchandise intended for consumption in eastern Siberia. The operation of this tariff naturally suggested some exceptions. Spirituous liquors were made dutiable in 1867, and tobacco was put into the exempt class in 1887. Then began a period of pronounced protection. For the purpose of developing national industry, imposts were placed on all foreign goods imported, which were already subject to the local excise duty. This was decided upon because of some peculiarities of the Russian export trade, not entirely unknown to American exporters. When the merchant in eastern Russia had goods for export to Siberia subject to excise duty, he simply declared them as exported abroad, and received

as a drawback the whole excise duty paid, and often a premium on the export. These same goods were then imported into the Maritime Province as foreign merchandise. Here, the sugar bounty is in evidence. To obtain the premium on sugar, it would first be forwarded to some foreign port, and thence exported to Vladivostock as foreign sugar; so, also, with tobacco. German traders, always resourceful, discovering that Russian tobacco designed for shipment abroad paid no internal excise, made a practice of ordering in St. Petersburg and shipping to Vladivostock as "German tobacco." The same course of procedure was used with petroleum, matches, etc.

Russian products long paid this tribute in Siberian ports, and the foundation of all successful foreign trade in this region was laid in this manner.

It was not until 1888 that the Imperial Government, whose attention had long been called to these practices, sought to devise and apply some relief by making sundry regulations for trade and by declaring Vladivostock, Olga, and Nikolaefsk free ports, except for sugar, molasses, confectionery, jam, fruit in sirups, in liqueurs, etc., arrack, rum, French brandy, spirituous liquors imported in bottles, gin, whisky, wine made from grapes, mead, porter, mineral illuminating oils, paraffin, lubricating oils, spirit and oil polishes, and matches. Upon these articles, the existing tariff of Russia in Europe was imposed. Foreign and Russian tobacco sent by sea to Vladivostock or Nikolaefsk paid duty at the frontier. An excise board was appointed in the absence of regular customs, a body from which no information was obtainable except at rare intervals. This board was only superseded on January 1, 1901, when the general European tariff was extended to Siberia, with, in March, 1901, the retaliatory tariff on account of the sugar bounty. A temporary customs was maintained until July 1, 1901, in a more or less chaotic condition, when the full and regular customs service began its work.

From 1888 to 1893, the Government granted a subsidy to M. G. Sheveloff & Co. to run three lines of steamers from the mouth of the Amoor to Vladivostock along the eastern coast, touching at all ports to Sakalin, and a line to Shanghai. This contract was surrendered only two years ago, and the service is now under the Chinese Eastern Railroad fleet management.

R. T. GREENER,
Commercial Agent.

VLADIVOSTOCK, *January 14, 1902.*

SIAM.

The total value of Siam's trade with foreign countries during the year 1900 was \$57,229,843 Mexican, or \$28,619,922 gold, reckoning the Mexican dollar at 50 cents gold, around which point exchange hovered during the last six months of that year.

The total value of the foreign trade during the year 1899 was \$58,071,379 Mexican, or \$29,035,699 gold, at the same rate of exchange.

This statement on the face of it shows a falling off of some \$415,777 gold in the total foreign trade of the country in 1900 as compared with that of 1899.

The treasure imported and exported during 1899 exceeded that of 1900 by \$2,198,502 Mexican (\$1,099,251 gold); however, excluding this item, the foreign trade in articles of general use and consumption in the year 1900 exceeded that of the preceding year by \$678,484 gold. This shows a very healthy growth in the traffic of the country, when it is considered that the crop of rice, which cereal furnishes by far the chief export, was decidedly short for that year, and that the output of teak timber, which stands next in importance on the list of exports, fell far below the normal amount on account of slack water in the streams.

Notwithstanding these evidences of a bad year, the exports of the country (exclusive of treasure) exceeded the imports by \$2,083,307 gold.

Exclusive of treasure, the imports of the country from foreign markets in 1900 amounted to \$23,655,165 Mexican, or \$11,827,593 gold, and it is in this item that the outside world is especially interested.

This trade, with the shipments of treasure, altogether amounting to \$26,036,615 Mexican, or \$13,018,307 gold, furnishes interesting data when considered in the light of its distribution among the different markets of the world. And as the treasure imports are credited almost entirely to the Orient, the comparison of the imports from occidental nations in the following list has to do only with the trade in articles of use and consumption.

England, which stands first upon the list of European countries, has fallen off in imports into Siam a trifle more than 1 per cent during the year, if the trade with the mother country alone is considered. If, however, the trade with the two great ports of Singapore (nearly \$10,000,000 Mexican, or \$5,000,000 gold) and Hongkong (nearly \$7,000,000 Mexican, or \$3,500,000 gold) be added, the loss is a trifle more; but eliminating from this the item of treasure, the loss stands materially the same—1 per cent—for the year. It must at all times be borne in mind that the imports from Singapore and Hongkong are by no means confined to British trade, as will be shown later; but if the imports from India (about \$1,000,000 Mexican, or \$500,000 gold), which are nearly all British, are added, the loss holds, for English trade, about the same as at first stated.

Germany, which stands second in the list, has increased her trade 30 per cent. This includes \$289,704 Mexican (\$144,852 gold) in copper coins.

Switzerland, the third in the list, has fallen off 18 per cent.

France has lost about 4½ per cent. If, however, to this trade are added the imports from Saigon (\$779,548 Mexican, or \$389,774 gold), which are entirely French, we find that the French imports into Siam during the twelve months under review have increased over 12½ per cent.

Russia, fifth in the list, has increased her trade 35 per cent.

Denmark, the sixth, has increased hers 22 per cent; and Italy, Holland, and Belgium have lost.

Austria has a small trade, but it has materially increased during the year.

The United States shows an increase of more than 72 per cent. Yet, although this trade has advanced at more than double the rate of that of any of our great competitors, the volume of our trade with Siam, as compared with the English and German, is not satisfactory;

for, while England's figures are \$2,770,555 Mexican, or \$1,385,277 gold (plus the whole of India's \$1,000,000 Mexican, or \$500,000 gold, and a good part of Hongkong and Singapore's \$17,000,000 Mexican, or \$8,500,000 gold, which are jointly credited to Great Britain); and while Germany's figures are \$1,434,066 Mexican, or \$717,033 gold (plus some that comes through Hongkong and Singapore), those of America are but \$328,623 Mexican (\$164,311 gold). There is yet a word to be said on this, however.

Hongkong and Singapore stand as the commercial gateways to Siam, the one for the east and the other for the west. From Hongkong comes the vast volume of nearly \$10,000,000 (\$5,000,000 gold) worth of trade, and from Singapore nearly \$7,000,000 (\$3,500,000). When from the Hongkong trade is deducted over \$2,250,000 (\$1,125,000) for the shipment of treasure, we have in the neighborhood of \$7,000,000 (\$3,500,000) worth of goods shipped into Siam from each of these places, neither of which is a producing port. To analyze this trade, which comprices over half the total imports that enter Siam and for which these are but ports of transshipment and distribution, is difficult; but there are some facts which aid in determining the sources of much of this volume, and in determining the relation that American trade bears to it.

First, the facilities for through shipments from Germany to Siam are excellent, and it is natural to suppose that the great bulk of the goods coming from that market is imported direct and is credited in the customs reports of Siam to this source.

Denmark has a line of steamships plying directly between Copenhagen and Siam, and in this line Russia is heavily interested; this reduces the necessity of either of these countries relying upon British distributing ports for forwarding their goods. The French have a steamship line plying regularly between Bangkok and Saigon, which is the great French entrepôt of this part of the world.

On the other hand, there is very little facility for the through shipment of goods between the United States and Bangkok, and what there is at this port is for the most part in the hands of firms interested in other lines of transportation. There has not been a vessel of any description flying the United States flag in this port since 1896, when an American gunboat visited Bangkok. While, therefore, the customs reports of Bangkok may state the volume of trade carried on by some of these countries with approximate exactness, it can reasonably be deduced from the foregoing that the figures representing American trade with this country must fall far below the facts; and that in the vast volume of commerce credited to Hongkong and Singapore, American imports enter to no inconsiderable degree. All the flour consumed by the 11,000,000 people in Siam is produced in America, and yet it is quite safe to say that during the year 1900 there was not one sack of flour credited to the American market. Information secured by correspondence with the several ports of the Far East, together with corroborative evidence here, warrants the statement that in three lines of American goods alone there has been imported from these two distributing points more than the entire value credited to the United States in the customs reports of the year.

In this line of investigation, another fact has been discovered which is to be taken into consideration in computing the volume of American

trade. The managers of one of the largest establishments in the city, buying more American hardware and machinery than any other, stated to me that they have not imported a dollar's worth of goods from America during the year. Every article had been purchased for them by their agents in Great Britain and credited to the British trade. Last year, when, for the first time, American firms were granted an open tender by the Government to bid on supplies for a new railroad to be constructed, they were confronted by American bids, so called, presented by German firms, who would furnish American goods; and these, if furnished, would no doubt have been credited to the German markets.

These illustrations are sufficient to show that the customs reports of Siam give our competitors credit for trade that belongs to the United States.

All things considered, it is well within the truth to say that the volume of American trade with Siam is more nearly represented by \$1,000,000 Mexican (\$500,000) than by the figures \$328,623 Mexican (\$164,311)—published in the reports of 1900. This would place America, gaining at the rate of 72 per cent, on an equal footing with France—\$988,925 Mexican (\$494,462)—which is gaining at the rate of 12½ per cent. Germany has \$1,434,066 (\$717,033), and is gaining at the rate of 30 per cent; and the British, although losing at a slight rate, after every reduction has been made that can be made, are still in control of more of the imports of Siam than all of their competitors put together—anywhere from \$10,000,000 to \$16,000,000 (\$5,000,000 to \$8,000,000) out of the total of \$24,000,000 (\$12,000,000). One feels warranted in leaving this large margin between figures, in view of the impossibility of analyzing the volume of trade from Singapore and Hongkong, in which must be reckoned not only the elements that have been mentioned, but much of the vast trade from China, the not inconsiderable traffic of Japan, Australia, the Philippines, and the Dutch provinces, and all of the States of Europe not previously considered.

Details of the imports from the United States into Siam during the years 1899 and 1900 are given below:

[The consul-general takes the average value of the Mexican dollar as 50 cents. Its value was estimated by the Director of the Mint in 1900 as 47.5 cents and in 1899 as 47.6 cents.]

Articles.	Direct.		Via Hongkong.		Via Singapore.	
	Mexican.	Gold.	Mexican.	Gold.	Mexican.	Gold.
1899.						
Machinery and parts	\$31,810	\$15,906	\$1,360	\$680	\$325,119	\$162,564
Cycles and accessories	49,387	24,693			74,406	37,203
Hardware and cutlery	9,563	4,776	30,682	15,341	77,632	38,816
Wrought iron and manufactures thereof.	1,848	924	4,165	2,082	99,084	49,517
Paper:						
Writing and printing	4,577	2,288				
Other sorts	2,746	1,373				
Stationery	1,282	641				
Books and printed matter	1,745	872				
Unclassified	29,549	14,774	309,504	154,752	283,714	141,857
Lamps and parts			33,142	16,571	47,724	23,862
Wire rope and cable			2,588	1,294	13,627	6,813
Oils, lubricants, etc.			21,692	10,846	344,143	172,071
Paints and dyestuffs			23,288	11,641	79,241	39,620
Provisions			944,806	472,404	446,878	223,189
Tobacco (manufactured)			135,568	67,784	58,656	29,328
Total	132,499	61,249				

Articles.	Direct.		Via Hongkong.		Via Singapore.	
	<i>Mexican.</i>	<i>Gold.</i>	<i>Mexican.</i>	<i>Gold.</i>	<i>Mexican.</i>	<i>Gold.</i>
1900.						
Machinery and parts	69,160	34,580			66,664	33,332
Cycles and accessories	64,300	32,150			5,430	2,715
Hardware and cutlery	7,607	3,803	31,917	15,968	81,932	40,966
Paper, writing and printing	634	317				
Stationery	8,386	4,193				
Books and printed matter	1,342	671				
Unclassified	44,633	22,316	286,518	143,259	490,314	245,157
Ammunition and explosives	629	314				
Chemical products and drugs	11,147	5,573				
Clothing, foreign	1,976	938				
Glass and crystal ware	1,946	973				
Lamps and parts	48,615	24,307				
Wire rope and cable	11,177	5,588				
Metals and manufactures thereof	1,076	538				
Oils, lubricants, etc	1,865	982				
Paints and dyestuffs	542	271				
Provisions	37,216	18,608				
Tobacco (manufactured)	5,542	2,771				
Beer	987	493				
Wines	1,642	821				
Total	320,422	160,211				

The United States is first in the import of bicycles. England comes next, standing, however, in the relation of 1 to 4.

In the import of wire, America stands next to Germany, which is first. If to the figures credited to America were added those credited to Hongkong (and nearly all of the wire probably comes from America), it would stand first in this line also. It is hardly fair to suppose that any large amount of goods of this kind would be shipped from Europe past Singapore, a distance of 1,440 miles to Hongkong, and then be returned to Bangkok, an equal distance.

America's trade in lamps is surprising. To the \$48,615 given may safely be added the greater part of the imports from Hongkong, \$33,142, for the reason stated above; and it is fair to assume that the Singapore figures also should yield something to American credit in this line. This trade is almost entirely in the side and bottom winding metal lamp, that burns kerosene without a chimney.

The showing in chemicals and drugs is exceedingly good, considering that it is the first year the trade has been recognized in the customs reports.

The returns for tobacco are by no means commensurate with the business done in this American product. A considerable traffic has been transacted by American houses located in China and Japan, and a good trade is also done from Singapore. Manila cigars figure largely in the market. They are the Havanas of the East.

There are heavy imports of American tinned (canned) goods through Chinese houses in Hongkong; but only a small per cent of the tinned goods that come to Siam from America is credited to our country.

No flour is credited to America, although all the flour that is used in Siam comes from that source. In the very large showing under the item of "provisions" from Hongkong and Singapore—especially Hongkong—American flour and tinned goods figure largely.

There is a large trade in American clocks. I have penetrated the jungles of Siam for over 600 miles to the north, and have traveled east and west and south from Bangkok as well, and in no hamlet, however remote, have I failed to find the American clock. It is impossible, however, to get any figures as to this trade.

The American sewing machine has almost as universal a claim on the Siamese as has the American clock. The sale in this market runs from 300 to 600 every year.

There is a large and growing business in electrical goods to supply the Tramway Company, the electric light and power plant, and the twenty-six private plants in the city. In this line, America has the great export of the market.

The amount of petroleum imported into Siam during the year 1900 was 4,355,517 gallons. Of this Russia sent 949,412 gallons, the rest coming from Sumatra, Borneo, and other parts of the Far East; none from the American market. The figures are interesting, as the import of Russian petroleum shows to a dollar the amount of Russian trade with the country. The Shell Line of iron-tank steamers takes oil at Baku, the Russian port, and discharges at Bangkok. They then cleanse their tanks with water, steam, and lime, take rice and discharge at Bremen or some other German port, returning light to Baku. This company, however, now has its own plant in Borneo well under way, and is bringing most of the petroleum from there. Indeed, I am informed on good authority that the entire import in this line next year will be from Borneo. This would indicate that the Russian trade with Siam is not yet to be considered a permanent factor in the question of competition. All of this petroleum is brought here in bulk and stored in large tanks below the city. The oil is inferior in quality, cheap and very smoky, but it suits the natives and a good trade is resulting. The American product, which had always been imported in tin cases and was of a better quality, supplied the European demand in the city, but could not compete with the poorer oil in price. When electricity was introduced, the demand for good illuminating oil was so far lessened that those previously interested in American oil gave up the trade, importing their last cargo in 1898.

Crude petroleum for fuel is now becoming a feature of the trade, because of the high price of wood and coal here, and this industry promises to be a growing one. The Bangkok market of the future will be for inferior grades of oil and for crude petroleum, and in order to compete, these must be imported in bulk.

HAMILTON KING,
Consul-General.

BANGKOK, *November 16, 1901.*

Quantities and values of the principal articles imported into Bangkok, 1899 and 1900.

[Value in United States gold.]

Articles.	1899.		1900.	
	Quantity.	Value.	Quantity.	Value.
Cotton goods, chowls—				
Palais.....corges..	34,780	\$238,957	53,660	\$215,332
Pa Poons.....do.....	43,184	261,903	36,132	268,871
Sarongs.....do.....	20,324	51,101	13,170	66,706
Slendongs.....do.....	116,574	96,587	32,083	87,318
Patas.....do.....	6,139	41,361	8,006	27,752
Prints and chintzes.....pieces..	163,770	179,613	186,402	196,774
White shirtings.....do.....	270,271	324,044	206,133	313,544
Gray shirtings.....do.....	232,560	139,524	156,699	127,312
Turkey-red cloth.....do.....	47,227	39,912	39,990	38,376
Turkey-red yarn.....bales.....	1,995	74,786	1,179	53,555
White yarn.....do.....	2,498	85,229	2,574	85,383
Colored yarn, other than turkey red.....do.....	4,023	135,998	3,480	116,699
Singlets.....dozen.....	111,702	123,810	55,291	64,475
Silk goods:				
Silk, raw.....piculs.....	86	15,662	6,938	14,117
Chowls.....pieces.....	67,396	66,064	36,771	50,328
Piece goods.....do.....	333,136	405,130	156,649	520,512
Gunny bags.....bales.....	12,806	362,528	12,166	433,372
Oil, petroleum.....		251,969		469,867
Machinery.....packages.....	4,277	343,462	9,378	371,167
Coal.....tons.....	17,148	116,160	66,677	112,067
Hardware and cutlery.....		132,252		158,951
China and earthenware.....packages..	373,865	185,358	449,436	136,064
Glassware.....do.....	6,808	45,975	7,906	65,803
Wood, sawed and unsawed.....		141,957		147,447
Jewelry, precious stones, gold and silver ware.....		257,739		169,208
Sugar, refined and unrefined.....		417,597		438,728
Liquors.....		332,071		307,520
Opium.....chests.....	1,304	471,484	1,567	677,513

Quantities and values of the principal articles exported from Bangkok in 1899 and 1900.

[Value in United States gold.]

Articles.	1899.		1900.	
	Quantity.	Value.	Quantity.	Value.
Bullocks.....heads.....	15,588	\$272,614	15,938	\$232,916
Cardamoms.....piculs.....	2,136	33,052	1,319	25,337
Tia heng.....do.....	11,562	67,652	7,873	45,658
Tia salt.....do.....	9,608	49,925	1,510	9,401
Gamboge.....do.....	127	3,372	124	3,037
Gum benjamin.....do.....	265	7,572	187	4,861
Buffalo and cow hides.....do.....	23,079	185,018	19,279	143,601
Deer hides:				
Common.....pieces.....	82,969	16,676	93,203	25,444
Fine.....do.....	23,252	15,037	21,215	15,636
Horns:				
Buffalo.....piculs.....	3,317	24,623	3,392	24,316
Deer, soft.....pairs.....	1,077	2,043	1,510	2,560
Deer, old.....do.....		1,899		3,475
Rhinoceros.....piculs.....	24	4,233	24	7,003
Ivory.....do.....	53	10,263	54	12,833
Leather.....do.....	532	6,541	765	9,373
Salt meat.....do.....	8,074	11,267	2,084	7,966
Dried mussels.....do.....	34,445	141,670	3,090,331	143,240
Rice, broken.....do.....	111,623	87,393	170,820	144,030
Toddy.....do.....	523	533	7,051	3,976
Rice, white.....do.....	7,089,461	10,501,295	6,784,605	10,530,769
Stick-lac.....do.....	5,439	36,403	7,160	46,344
Wood:				
Agilla.....do.....	475	9,973	509	15,562
Sapan.....do.....	10,565	12,721	14,946	25,233

Quantities and values of the principal articles exported from Bangkok in 1899 and 1900—
Continued.

ARTICLES FREE FROM EXPORT DUTY BUT SUBJECT TO INLAND TAX.

Articles.	1899.		1900.	
	Quantity.	Value.	Quantity.	Value.
Beans and pease.....piculs..	1,871	\$2,431	1,714	\$2,821
Cotton, cleaned and uncleaned.....do....	7,447	11,100	8,997	9,062
Fish:				
Platoo.....do....	70,161	117,212	89,410	196,762
Salt, other than platoo.....do....	204,816	249,667	99,210	181,175
Indigo.....do....	198	358	6	14
Pepper.....do....	19,086	319,989	11,743	228,875
Earthenware pots.....pieces..	106,484	1,414	101,660	1,456
Salt.....piculs..	34,762	8,838	58,923	13,218
Silk, raw.....do....	772	39,408	1,201	67,197
Tamarinds.....do....	2,097	1,711	5,026	5,481
Teal seed.....do....	16,061	31,351	17,581	39,262
Tobacco.....packages..	1	1		79
Beeswax.....piculs..	8	116	17	258
Teak squares.....tons..	21,962	644,141	31,132	1,069,002
Teak:				
Planks.....do....	5,643	568,314	7,596	829,896
Shingles.....do....		12,017	32,297	8,459
Log ends.....do....	1,149	19,259	1,360	28,865
Scantlings.....do....	8,658	101,858	4,042	115,804
Teak, other sorts, including teak timber.....do....	4,219	206,990	1,838	29,227
Wood:				
Iron.....piculs..	960	446		
Padoo.....do....	46,348	34,700	33,158	25,829
Ebony.....do....	3,515	3,681	5,576	7,097
Rose.....do....	54,172	62,925	65,798	72,456
Birds' nests.....do....	88	44,180	147	56,228

ARTICLES FREE OF INLAND AND EXPORT DUTY.

Lead.....piculs..	1,690	\$20,082	1,205	\$21,427
Tin.....do....	720	21,269	141	3,808
Rubies, rough.....do....		5,896		12,027
Piece goods, black silk.....do....		184,456		187,253
Rice meal.....piculs..	447,626	226,878	10,576	8,068

STRAITS SETTLEMENTS.

Singapore is a free port, as are all the ports of this district. It has ample banking facilities, and its immense shipping and its location give it unusual trade advantages.

I know of no requirement for special forms in packing goods, and there are no rules as to marks of origin. The Mexican silver peso and a local dollar of the same current value constitute, with silver-based bank bills, the medium of exchange. The value of silver fluctuates, but stands at about 47 cents gold for the Mexican dollar. No gold circulates as money.

The Peninsular and Oriental Steamship Company, the German Line, the French Line, the Japanese Line, and others give almost daily mail facilities, both east and west.

Information is meager as to the tin industry. The only other notable enterprise here is the canning of pineapple, and in trade returns this is included with other preserved fruit, so that I am unable to give quantity or price of cans.

COMMERCE.*

* The value of the silver dollar is taken at 47 cents throughout this report.

IMPORTS AND EXPORTS.

The total value of imports into the colony in 1900 was \$325,251,488 (\$152,878,299),* and of exports, \$274,454,820 (\$129,993,865), making the value of trade for the year \$599,706,308 (\$282,872,164); an increase of \$57,306,314 (\$2,713,397) over the figures of 1899.

The returns for the first half of 1901 show a decline of \$5,500,000 (\$2,596,000) in imports and \$2,233,000 (\$1,002,510) in exports, but the falling off was confined to the first quarter of the year; the second quarter—April to June, inclusive—showing a gain.

The increase in value in 1900 was more than 10.25 per cent, compared with an increase of 13.5 per cent in 1899 over 1898; and when treasure is excluded, this year shows a gain of about 12.5 per cent compared with 16 per cent in 1899.

Singapore held 77 per cent of the trade of the colony in merchandise.

The value of imports from the United Kingdom increased by over 4.75 per cent; from the Continent of Europe the imports increased by 23 per cent.

Opium contributed to the gain in imports, \$3,000,000 (\$1,410,000); rice, \$2,000,000 (\$940,000); sugar, \$1,333,000 (\$626,510); coffee, \$750,000 (\$362,600); pepper, \$750,000 (\$362,600); and live stock, nearly \$500,000 (\$236,000).

Imports of wheat flour rose from 21,000 tons to over 23,000 tons.

Malt liquor decreased 57,000 gallons. Imports of spirits generally fell off, except in the case of arrack and samsoo, which rose from 243,000 gallons to 278,000; the imports of brandy were 159,000 gallons, a decrease of 4,000 gallons; of whisky 121,000 gallons, a decrease of 4,000 gallons. Gin imports fell off from 245,000 gallons to 213,000. Claret fell off 12,000 gallons, and port increased 5,000 gallons.

Imports of raw materials at Singapore increased in value over \$13,000,000 (\$6,110,000), of which tin and tin ore accounted for \$5,250,000 (\$2,477,600); coal, nearly \$2,000,000 (\$940,000); rattans, \$1,500,000 (\$706,000); petroleum, nearly \$1,500,000 (\$706,000); gambier, about \$750,000 (\$362,600); planks and timber, nearly \$500,000 (\$236,000).

The important decrease was in copra, \$2,000,000 (\$940,000).

Supplies of coal increased as per statement below:

Source of supply.	1896.	1897.	1898.	1899.	1900.
	<i>Long tons.</i>	<i>Long tons.</i>	<i>Long tons.</i>	<i>Long tons.</i>	<i>Long tons.</i>
United Kingdom.....	100,000	97,000	48,000	82,000	79,000
Japan.....	240,000	280,000	283,000	281,000	443,000
Australia.....	32,000	56,000	78,000	64,000	44,000
Borneo and Sarawak.....	52,000	87,000	82,000	29,000	13,000
Bengal.....	17,000	72,000	82,000	75,000	75,000
Tonkin.....	2,000	7,000	5,000	5,000	7,000
Other places.....		2,000			7,000

Imports of petroleum show a large increase. Those from Netherlands India come direct from the island of Pulau Sambo, opposite Singapore, where there is a petroleum depot.

* Values in gold are stated in parentheses.

Imports (in cases of 65 pounds each) have been:

	1896.	1897.	1898.	1899.	1900.
	Cases.	Cases.	Cases.	Cases.	Cases.
Dutch Borneo					132,000
America	100,000	101,000	163,000	220,000	106,000
Russia	345,000	468,000	348,000	871,000	277,000
Sumatra	878,000	400,000	334,000	811,000	1,214,000
Burma	22,000	3,000	53,000	124,000	52,000
Netherlands Archipelago				5,000	107,000
Total	845,000	972,000	898,000	1,041,000	1,888,000

From the above table, it will be observed that imports of petroleum in 1900 showed the following gains and losses: From Netherlands Archipelago, an increase of 2,140 per cent; from Sumatra, an increase of about 400 per cent; from Russia, a decrease of about 30 per cent; from Burma, a decrease of about 60 per cent; from the United States, a decrease of about 55 per cent.

The trade in dyed yarn declined 38 per cent.

Imports of sewing thread from Great Britain amounted to \$423,000 (\$198,810) out of a total of \$464,000 (\$218,080).

Imports of silk piece goods gained nearly 70,000 pieces.

The total import of millinery, hosiery, apparel, etc., reached nearly \$4,700,000 (\$2,219,000).

The quantity of cotton piece goods imported into the colony increased by about 90,000 pieces, and the value increased by \$1,750,000 (\$832,600). Over 3,000,000 pieces were declared as plain; about 1,500,000 as dyed, and over 800,000 as printed. Of the total quantity imported, Singapore received 72 per cent.

Great Britain supplied 73 per cent of the total quantity of shipments in these lines, and 74 per cent in value; a fall of 2.5 per cent in quantity, and of 6 per cent in value.

The Continent sent slightly more than 9 per cent of the quantity, and about 7.5 per cent of the value.

Imports from Bombay and Madras increased by 200,000 pieces.

Imports into Singapore from the United States.

Articles.	1899.		1900.	
	Local currency.	United States currency.	Local currency.	United States currency.
Lubricating oil	\$105,685	\$49,682	\$206,216	\$96,922
Specie			112,000	52,640
Petroleum	436,500	205,156	273,000	129,310
Machinery	69,386	32,611	68,941	82,402
Cycles and accessories	84,742	16,339	19,688	9,253
Cigars	4,600	2,182	33,280	15,642
Oilman's stores	13,518	6,354	30,110	14,152
Coal			162,475	76,964
Hardware and ironware	24,556	11,542	55,699	26,289
Nails and wire	14,545	6,837	91,880	43,184
Tools and implements	11,404	5,360	23,187	10,898
Tallow and lard	178,992	85,126	292,928	137,676
Tobacco	14,649	6,885	28,405	13,550

Imports into Singapore from Hongkong.

Articles.	1899.		1900.	
	Local currency.	United States currency.	Local currency.	United States currency.
Provisions	\$972, 140	\$457, 906	\$1, 100, 673	\$517, 317
Wheat flour.....	1, 407, 406	661, 580	1, 390, 134	653, 363

Of the provisions, a large proportion consisted of canned goods from the United States, but the exact amount is not obtainable.

The flour was wholly from the United States.

Imports into Singapore from the Philippines (ex Sulus).

Articles.	1899.		1900.	
	Local currency.	United States currency.	Local currency.	United States currency.
Cigars.....	\$216, 135	\$101, 563	\$164, 414	\$77, 275
Hides	76, 274	36, 850	579, 880	274, 544
Specie silver.....	4, 606	2, 164	710, 280	343, 332

Imports into Singapore from Sulu Archipelago.

Articles.	1899.		1900.	
	Local currency.	United States currency.	Local currency.	United States currency.
Shells, mother of pearl.....	\$94, 431	\$44, 333	\$56, 639	\$27, 660
Copra.....	149, 173	70, 112	179, 163	85, 207
Gutta-percha.....	4, 630	2, 176	21, 020	9, 379

Exports from Singapore to United States of America.

Articles.	1899.		1900.	
	Local currency.	United States currency.	Local currency.	United States currency.
Raw cotton	\$7, 150	\$3, 461	\$23, 609	\$11, 096
Coffee.....	457, 542	215, 246	1, 036, 323	437, 072
Gambier.....	1, 321, 062	620, 909	1, 697, 792	796, 072
Gum, copal.....	393, 063	180, 040	538, 826	264, 348
Gum, damar.....	51, 535	24, 322	53, 345	25, 172
Gutta-percha.....	65, 630	30, 880	66, 200	31, 114
Hides, raw.....	40, 929	19, 237	87, 963	41, 443
Nutmegs.....	323, 402	151, 999	167, 068	73, 634
Pepper, black.....	847, 846	396, 586	925, 178	435, 306
Pepper, white.....	180, 455	84, 814	156, 722	73, 769
Rattans.....	786, 023	355, 933	1, 321, 905	593, 295
Rubber, Borneo.....	342, 657	161, 049	204, 089	95, 898
Sago flour.....	154, 019	72, 439	111, 321	52, 556
Tapioca, flake.....	122, 055	57, 366	62, 578	29, 413
Tapioca, pearl.....	502, 932	24, 062	699, 707	324, 172
Tin.....	14, 687, 076	6, 857, 025	11, 787, 406	5, 550, 209
Inferior guttas.....	537, 179	253, 575	402, 345	189, 394
Fruits, dried and preserved.....	33, 386	15, 691	258, 152	119, 082

Exports from Singapore to Philippine Islands.

Articles.	1899.		1900.	
	Local currency.	United States currency.	Local currency.	United States currency.
Beeswax	\$32,094	\$15,084	\$52,162	\$24,616
Cotton piece goods.....	208,768	96,781	696,549	327,379
Gunnies.....	264	124	69,380	32,585
Cement.....	8,527	1,669	35,733	16,815
Mats and matting.....	15,063	7,090	30,898	14,522
Planks.....	21,975	10,729	41,476	19,495
Cattle.....	108,100	50,807	178,160	82,385
Opium, Benares.....	45,111	21,212	69,568	32,698
Chocolate and cocoa.....	130,106	61,149	361,620	169,961
Rice.....	804,174	142,968	62,561	29,406
Specie.....	1,210,762	569,068	1,901,278	893,599

Year.	Value.	
	Local currency.	United States currency.
1899	\$2,380,388	\$1,095,259
1900	\$3,912,524	\$1,888,887

* An increase of about 65 per cent.

Exports from Singapore to Sulu Archipelago.

Articles.	1899.		1900.	
	Local currency.	United States currency.	Local currency.	United States currency.
Rice	\$32,858	\$15,443	\$36,497	\$40,654
Malt and liquor.....	23,481	11,086	27,249	12,907
Benares opium.....	24,136	11,844	49,569	23,288
Sarongs, etc.....	23,185	10,878	35,504	16,698

Year.	Value.	
	Local currency.	United States currency.
1899	\$396,401	\$186,308
1900	\$480,609	\$225,886

* An increase of about 22 per cent.

Imports of Penang.

FROM THE UNITED STATES.

Articles.	1899.		1900.		Increase (+) or decrease (-).	
	Local currency.	United States currency.	Local currency.	United States currency.		
Petroleum oil	\$216,750	\$101,883	\$148,000	\$69,560	-\$68,750	-\$32,323
Lard.....			22,970	10,797	+ 22,970	+ 10,797
Provisions	6,650	3,126	51,834	24,462	+ 45,184	+ 21,336

FROM PHILIPPINES.

Silver coin	\$17,537	\$8,843	\$6,000	\$2,820	-\$11,537	-\$5,623
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Exports to the United States from Penang.

Articles.	1899.		1900.		Increase (+) or decrease (-).	
	Local currency.	United States currency.	Local currency.	United States currency.	Local currency.	United States currency.
Mace.....	\$45,720	\$21,508	\$74,420	\$35,977	+ \$28,700	+ \$14,469
Nutmegs.....	181,600	61,852	209,635	98,528	+ 78,035	+ 36,676
Black pepper.....	266,706	125,362	511,663	241,482	+ 244,967	+ 116,120
White pepper.....	99,330	46,686	127,675	60,108	+ 28,345	+ 13,423
Tin.....	8,514,269	4,002,706	5,488,130	2,569,421	-3,026,139	-1,418,285
Coffee.....	41,960	19,717	93,917	44,141	+ 51,967	+ 24,424
Tapioca, pearl.....	.....	.....	18,904	8,885	+ 18,904	+ 8,885

General trade of the Straits Settlements with the United States.

Year.	Value.	
	Local currency.	United States currency.
Imports—		
1899.....	\$1,331,875	\$625,982
1900.....	* 1,768,196	* 838,702
Exports—		
1899.....	29,991,897	14,036,156
1900.....	* 27,088,976	* 12,806,320

* Showing an increase of about 30 per cent.

* Showing a decrease of about 10 per cent.

Coal imports figure in these returns for the first time, and combined with advances in the value of lard, lubricating oils, and metals generally, more than account for the increase. Petroleum imports, however, fell off in value.

SHIPPING.

The number of vessels, merchant vessels, warships, transports, and yachts of all nations, entered at and cleared from this port during the year 1900 was 9,909, with a tonnage of 11,418,221, being an increase of 21 vessels and 1,458,103 tons over 1899.

Besides the above class, the number of native craft and steam vessels under 50 tons which entered and cleared from Singapore was 21,356, with tonnage of 1,117,523; thus the total of entrances and clearances was 31,265, with a tonnage of 12,535,744 tons.

Vessels entering at and clearing from Singapore in 1900.

DEPARTURES.

Nationality.	Merchant vessels.		Warships, etc.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
British.....	2,502	2,610,088	79	206,554	2,581	2,816,592
German.....	471	772,983	45	181,216	516	954,199
Dutch.....	1,074	857,882	11	3,879	1,085	861,761
Japanese.....	79	263,070	10	53,834	89	316,904
French.....	181	246,432	33	78,961	164	325,393
Austrian.....	62	146,854	6	16,590	68	162,944
Russian.....	53	137,186	58	219,533	111	356,719
Swedish and Norwegian.....	75	79,518	.....	.....	75	79,518
Spanish.....	24	85,005	9	28,359	33	113,364
Italian.....	123	68,075	14	39,599	137	102,674
Danish.....	21	42,605	.....	.....	21	42,605
American.....	9	12,471	10	38,362	19	50,833
Belgian.....	6	9,466	.....	.....	6	9,466
Siamese.....	11	5,236	2	715	13	5,951
Portuguese.....	1	1,922	5	5,406	6	7,330
Sarawak.....	8	746	1	250	9	996
Federated Malay states.....	.....	.....	21	2,431	21	2,431
Total.....	4,649	4,833,989	304	375,771	4,953	5,709,760

Vessels entering at and clearing from Singapore in 1900—Continued.

ARRIVALS.

Nationality.	Merchant vessels.		Warships, etc.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
British	2,805	2,612,097	79	208,196	2,584	2,815,298
German	471	772,983	45	181,218	516	954,199
Dutch	1,074	357,882	11	3,879	89	861,761
Japanese	79	263,070	10	58,834	89	316,904
French	131	246,432	83	78,981	164	325,393
Austrian	62	146,354	6	16,590	68	162,944
Russian	58	137,186	58	219,533	111	356,719
Swedish and Norwegian	75	89,518	.....	.....	75	89,518
Spanish	24	75,005	9	29,389	33	103,394
Italian	123	63,075	14	39,599	137	102,674
Danish	21	42,606	.....	.....	21	42,606
American	9	12,471	10	38,362	19	50,833
Belgian	5	9,466	.....	.....	5	9,466
Siamese	11	5,236	2	715	13	5,951
Portuguese	1	1,922	5	5,408	6	7,330
Sarawak	8	746	1	250	9	996
Federated Malay states .....	.....	.....	21	2,484	21	2,484
Total	4,652	4,836,048	304	872,413	4,956	5,708,461

TOTALS FOR PAST FIVE YEARS.

Year.	Arrivals.		Departures.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1900	4,956	5,708,461	4,958	5,709,760	9,909	11,418,221
1899	4,948	4,982,622	4,940	4,977,496	9,888	9,960,118
1898	5,009	4,646,837	5,004	4,539,719	10,013	9,066,566
1897	5,033	4,541,816	5,088	4,452,800	10,121	8,994,116
1896	4,707	4,836,775	4,709	4,337,474	9,416	8,673,249

The table below gives number and tonnage of native craft and of steam vessels under 50 tons entered and cleared at Singapore:

Year.	Arrivals.		Departures.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1900	10,798	559,780	10,628	557,743	21,356	1,117,523
1899	9,086	445,677	9,176	453,389	18,262	899,066
1898	9,480	458,729	9,501	465,220	18,981	923,949
1897	9,466	438,381	9,443	438,342	18,909	876,723
1896	9,755	429,520	9,854	433,128	19,609	867,648

Vessels entered at Penang in 1900.

Nationality.	Merchant vessels.		Warships, etc.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Austrian	26	78,838	.....	.....	26	78,838
Belgian	1	1,935	.....	.....	1	1,935
British	3,179	1,379,022	12	10,852	2,191	1,389,874
Danish	3	6,465	.....	.....	3	6,465
Dutch	137	106,135	2	1,300	139	107,435
German	168	377,276	.....	.....	168	377,276
Italian	13	18,845	1	2,000	14	20,845
Japanese	26	99,437	.....	.....	26	99,437
Norwegian	5	6,034	.....	.....	5	6,034
Portuguese	1	1,871	.....	.....	1	1,871
Russian	2	6,521	.....	.....	2	6,524
Spanish	6	18,320	.....	.....	6	18,320
Perak .....	.....	.....	12	1,496	12	1,496
Siamese .....	.....	.....	8	2,209	8	2,209
Selangor .....	.....	.....	5	713	5	713
Total	2,567	2,100,702	40	18,570	2,607	2,119,272

Vessels cleared from Penang in 1900.

Nationality.	Merchant vessels.		Warships, etc.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Austrian	26	78,888	.....	.....	.....	78,888
Belgian	1	1,935	.....	.....	1	1,935
British	2,184	1,374,116	12	10,852	2,196	1,384,968
Danish	3	6,465	.....	.....	3	6,465
Dutch	137	106,135	2	1,300	139	107,435
German	168	877,276	.....	.....	168	877,276
Italian	13	18,845	1	2,000	14	20,845
Japanese	26	99,437	.....	.....	26	99,437
Norwegian	5	6,034	.....	.....	5	6,034
Portuguese	1	1,871	.....	.....	1	1,871
Russian	2	6,524	.....	.....	2	6,524
Spanish	6	18,320	.....	.....	6	18,320
Perak .....	.....	.....	12	1,496	12	1,496
Siamese .....	.....	.....	8	2,209	8	2,209
Selangor .....	.....	.....	5	713	5	713
Total	2,572	2,095,796	40	18,570	2,612	2,114,366

Besides the above, 4,523 native craft and steamers under 50 tons entered—total, 134,095 tons; 4,927 native craft and steamers under 50 tons cleared—total, 142,791 tons.

There also entered and cleared in local trade 3,352 vessels, of 613,555 tons. Thus the total number of vessels, all sorts, which entered and cleared at Penang during 1900 was 18,021, with 5,124,079 tons.

SHIPPING AT MALACCA.

Total number of merchant vessels entered, 1,501, with tonnage of 301,435. Total cleared, 1,501, with tonnage of 301,435.

Number of native craft entered in 1900, 1,604, with tonnage of 27,484; cleared, 1,531, with tonnage of 23,665.

Thus the total number of vessels, all sorts, entered at Malacca in 1900 was 3,105, with tonnage of 328,919 tons, and the total cleared was 3,032, with tonnage of 325,100 tons.

SUMMARY OF SHIPPING.

The grand total of shipping of this consular district, including Singapore, Penang, and Malacca, was as follows:

Number of vessels entered and cleared at Singapore, 31,265, with tonnage of 12,535,744 tons; at Penang, 18,021, with tonnage of 5,124,079 tons; at Malacca, 6,137, with tonnage of 654,019 tons; total, 55,423, with tonnage of 18,313,842 tons.

A COMPARISON.

During the calendar year 1900, according to the annual report of the Hongkong Chamber of Commerce, the total of vessels entered and cleared at that port was 3 per cent more than the total at the Straits Settlements, but the total tonnage at Hongkong was 754,138 tons less than that of the Straits Settlements. So far as I am informed, the year 1900 was the first in which the shipping tonnage of Singapore exceeded that of Hongkong.

PRICES AT SINGAPORE.

Tin.—At opening of year 1900, tin was quoted at \$61.50 (\$28.90) per picul (133½ pounds), and rose steadily until in March, \$86 (\$40.42)

was quoted; since then the market has declined; at the end of the year the quotation was \$63 (\$29.61).

Gambier.—Prices for baled gambier have kept fairly even. The highest was \$8.50 (\$3.99), in February; lowest, \$6.50 (\$3.05), in January, with \$8.20 (\$3.85) at the close of the year. The average export price in Singapore was \$8.50 (\$3.99) per picul (133½ pounds) against \$6.56 (\$3.08) in 1899.

Black pepper.—During 1900, the market was steady. The highest price was in February and April—\$31 (\$14.57) per picul (133½ pounds), and the lowest was in December—\$28.25 (\$13.27).

TIN OUTPUT.

The following is from a recent edition of the Singapore Times:

According to the report of Mr. W. H. Treacher, the acting resident general, the output of tin in the Federated Malay States for the year 1900 amounted to 42,442 tons, valued at \$51,968,858. The output was distributed among the several States as follows:

State.	Tons.	Value.
Perak	21,166	\$26,032,000
Selangor	16,041	19,434,562
Negri Sembilan	4,800	5,338,424
Pahang	935	1,163,872
Total	42,442	51,968,858

On these figures, Mr. Treacher estimates that the gross sterling value of the tin exported (without deductions for cost of local smelting, transport, etc.) may be put at over £5,500,000 (\$26,765,750).

In the past twelve years some 461,000 tons, valued at over £39,000,000 (\$189,793,500), have been taken out of the country, and the average price of the metal during that period has been thus tabulated:

Year.	Sterling per ton.	United States currency per ton.	Year.	Sterling per ton.	United States currency per ton.
1899	£93	\$452.58	1895	£64	\$311.45
1890	94	457.45	1896	61	296.85
1891	91	442.85	1897	62	301.72
1892	94	457.45	1898	71	613.17
1893	86	418.51	1899	126	682.64
1894	69	335.78	1900	130	

EXCHANGE.

The average daily rate of exchange with London during 1900 was 2s. 0½d. (48½ cents) compared with 1s. 11½d. (47 cents) in 1899.

Sterling exchange, four months' sight, was highest in October, at 2s. 2¾d. (52½ cents), and lowest in January and February, at 1s. 11½d. (47 cents). From February silver rose gradually till October, then declined, closing the year at about 2s. 1¾d. (51 cents).

REVENUE.

The total revenue in 1900 was \$5,386,927 (\$2,541,856), being an increase of \$184,901 (\$86,903) over that of 1899.

The expenditures in 1900 were \$6,037,084 (\$2,837,529) as compared with \$5,060,523 (\$2,388,447) in 1899. The increase in 1900 was due to the building of the Singapore-Kranji Railroad and the pier at Penang.

The total revenue from light and port charges amounted in 1900 to \$201,848.83 (\$94,869) as against \$181,465.71 (\$85,289) in 1899. The revenue in Singapore, exclusive of light dues, was \$114,028.41 (\$53,593), a gain of \$3,323 (\$1,562) over the year 1899. These dues are from registrations, surveys, fines, etc., and do not refer to municipal income.

The city of Singapore has no debt, and its port is free.

The revenue collected at Penang during the year 1900 was \$32,621 (\$15,332) as against \$30,368 (\$14,273) in 1899.

The opium and spirit trade of the Straits Settlements is farmed out to a syndicate of Chinese, and from this source alone \$3,075,600 (\$1,446,542) is received, of which Singapore receives \$1,860,000 (\$874,200); Penang, \$1,027,200 (\$482,884), and Malacca, \$188,400 (\$88,548).

MOVEMENT OF POPULATION.

The total population is 617,595; births last year, 14,814; deaths, 22,385. Singapore, population, 239,776; births, 4,280; deaths, 9,785. Penang, population, 164,722; births, 2,377; deaths, 5,685. Malacca, population, 97,424; births, 4,076; deaths, 3,128.

Of smallpox, 606 cases were treated at the government hospital; of cholera, 243 cases, with 216 deaths; of bubonic plague, 2 cases, 2 deaths; of beri-beri, 2,177 cases (32.8 per cent died).

The census taken March 1, 1901, shows a steady increase of population.

The number of immigrants during 1900 was the largest yet recorded, showing an increase of more than 34 per cent in the number of Chinese and of more than 53 per cent in immigrants from southern India. The exact figures were, Chinese, 200,947; Indians, 38,529.

POSTAGE.

The rates on letters are: Three cents Mexican per half ounce to Malay States and British possessions; 8 cents to outside territory.

On other matter the charges are: Local post cards, 1 cent Mexican; Postal Union cards, 3 cents Mexican; printed papers, 1 cent Mexican per 2 ounces. Provisions are made for registration, parcels post, money orders, postal orders, and insurance of mail.

O. F. WILLIAMS, *Consul-General*.

SINGAPORE, *October 4, 1901.*

SUPPLEMENTARY.

PUBLICATIONS.

There are 27 publications in this colony: The Straits Times, of Singapore, with a daily circulation of 1,000 and a weekly of 500; the Singapore Free Press, with a daily circulation of 800 and a weekly of 400, and the Penang Gazette and Straits Chronicle, with a daily circulation of 560, are the principal ones. The remaining publications are annuals, monthlies, etc., and are devoted to commerce, markets, clubs, and church, social, and educational work, four of them being printed in Chinese.

BANKS AND MONEY.

The banks of the colony are: The Chartered Bank of India, Australia and China, with offices at Singapore and Penang, a capital of £800,000 (\$3,893,200), and a note circulation of \$1,969,812 Mexican (\$925,811). The Hong Kong and Shanghai Banking Corporation; offices in Singapore and Penang; capital, \$10,000,000 Mexican (\$4,700,000); note circulation, \$6,713,133 Mexican (\$3,155,172). The Mercantile Bank of India; capital, £562,500; has a bank in Singapore; no circulation. The Netherlands Trading Society; capital, \$28,646,400 Mexican (\$13,463,808); banks at Singapore and Penang and several in Netherlands India; no note circulation. The Bank of China and Japan; capital of £414,231 (\$2,015,855), with office in Singapore.

There is a Government savings bank at Singapore, showing 1,919 depositors and \$241,538 (\$113,522) deposits; rate of interest, 3 per cent; at Penang, 494 depositors, \$58,658 (\$27,569) deposits; rate, 3 per cent; at Malacca, 91 depositors, \$11,901 (\$5,593) deposits; rate, 3 per cent.

Strenuous effort is being made to popularize the British dollar—416 grains of silver nine-tenths fine, same as Hongkong dollar—and have it supplant the Mexican, which is 417.74 grains and 902.7 fine. The British dollar is coined in Bombay; 23,571,488 were imported last year.

RAILWAY.

A steam railway is being built across the Straits from Johore and Singapore, but progress is slow, grading being done by coolies carrying earth in baskets. Penang has a street-car service. There are no steam railways in operation in this colony.

AGRICULTURE AND LABOR.

The total land area of this colony is 945,506 acres, of which 403,575 are cultivated.

The cultivated acres are occupied as follows:

	Acres.		Acres.
Nutmegs, cloves, etc.....	17, 145	Fruits, pineapples, cocoanuts...	138, 447
Gambier.....	12, 737	Betel nut	5, 607
Pepper	1, 644	Tapioca	63, 757
Coffee	276	Sugar cane.....	9, 620
Paddy (rice, stock food)	91, 419	Pasture	6, 303

There are kept on these lands—

Horses.....	4, 314	Sheep	1, 481
Cattle	25, 467	Goats.....	9, 779

Farm lands have an average value of \$150 Mexican (\$70.50) per acre.

Too much can not be said in condemnation of cooly labor. It has less to commend it than had human slavery in the United States.

The cooly is hired at scandalously low wages for hard work and long hours. The jinrikisha cooly, going at a rapid trot and hauling one, two, and sometimes three persons up and down grades, earns 9 cents American money in an hour, 8 or 10 cents Mexican for a ride of from a half mile to a mile and a half. The strongest man lasts only from three to eight years.

Wages of labor.

Class.	Mexican currency.	United States currency.
Suboverseers.....per day..	\$1.00-\$2.50	\$0.47-\$1.17
Artificers.....do.....	.50- 1.30	.235- .61
Mandores:		
Tamil.....do.....	.40- .75	.19 - .35
Malay.....do.....	.40- .75	.19 - .35
Coolies:		
Chinese.....do.....	.25- .30	.117- .14
Tamil.....do.....	.25- .30	.117- .14
Malay.....do.....	.25- .30	.117- .14
Watchers.....do.....	.25- .30	.117- .14
Supervising coolies.....do.....	.27- .40	.126- .188
Gardeners.....do.....	.27- .40	.126- .188
Personal servants.....per month..	5.00-12.00	2.35 - 5.64
Native clerks.....do.....	12.00-25.00	5.64 -11.75
Messengers and office boys.....do.....	8.00- 5.00	1.41 - 2.36

In all these cases, employees pay for their own food; board costs \$3 Mexican (\$1.41) per month or 10 cents Mexican (4.7 cents) per day; their food consists mainly of rice, fish, and fruit.

Field laborers and gardeners earn from \$60 to \$96 Mexican (\$28.20 to \$45.12) per year or from \$4 to \$8 Mexican (\$1.88 to \$3.76) per month, and are supplied with food at an expense to the farmer of about 10 cents Mexican (4.7 cents) per day. The day is from light until dark, and they work seven days every week.

Day labor on farms is paid from 30 cents to 40 cents Mexican (14 to 18.8 cents) per day. Thus, on a basis of United States currency, the farm laborer receives from \$2.30 to \$3.68 gold per month, and the day laborer from 14 cents to 18.8 cents per day.

Domestic servants are engaged by the year, but are paid monthly, receiving from \$6 to \$12 Mexican (\$2.82 to \$5.64) per month, with food. All domestic servants are Chinese and males. Thus, a common servant gets \$2.82 in United States money per month, while an extra competent cook gets the outside price of \$5.64 per month.

Estate coolies are engaged for one, two, or three years and receive from \$24 to \$30 silver (\$11.28 to \$14) per year and food valued at 10 cents Mexican (4.7 cents) per day. In the trades, wages are higher. Carpenters, joiners, blacksmiths, and bricklayers receive from 45 to 75 cents Mexican (21 to 35.2 cents) per day and feed themselves. They work twelve hours. This is an average of about 2 cents American per hour, and they are strong men, are possessed of a fair degree of skill, have their own tools, and have had long training and infinite practice. These figures and data are taken from the official blue book.

Expenses of food, etc.

	Mexican currency.	United States currency.
Fish, per catty of 1½ pounds	\$0.15-\$0.30	\$0.07 - \$0.14
Wheat flour, per bag, 196 pounds		
Wheat bread, per loaf.....	.06	.028
Swine, per 133½ pounds	11.00-15.00	5.17 - 7.05
Milk, per quart.....	.20	.084
Butter:		
Fresh, per pound .....	.85	.399
Salted, per pound.....	.75	.35
Cheese, per pound .....	.45- .65	.21 - .306
Beef, per catty of 1½ pounds .....	.25- .35	.117- .164
Mutton, per catty of 1½ pounds .....	.35- .50	.164- .235
Pork, per catty of 1½ pounds .....	.22- .34	.103- .159
Rice, white, per 133½ pounds.....	4.20- 4.80	1.97 - 2.25

Expenses of food, etc.—Continued.

	Mexican currency.	United States currency.
Coffee, per 133½ pounds	\$25.00-\$30.00	\$11.75-\$14.10
Tea, per pound .....	.40- .90	.188- .423
Sugar, white, per catty of 1½ pounds .....	.10	.047
Salt, per pound .....	.01	.004
Tobacco (native), per pound .....	.20- .60	.094- .28
Potatoes, per catty of 1½ pounds .....	.06	.023
Yams, per catty of 1½ pounds .....	.08	.014
Onions, per catty of 1½ pounds .....	.05- .12	.023- .066
Geese, each	1.50- 2.00	.705- .94
Turkeys, each	4.00- 9.00	1.88- 4.23
Ducks, each .....	.40- .60	.188- .28
Fowls, each .....	.40- .70	.188- .329
Capons, each	1.25- 1.50	.587- .705
Pigeons, each .....	.20- .25	.094- .117
Hen's eggs, dozen .....	.25- .30	.117- .14

MANUFACTURES.

Little is done in this line here except in shipping; yet Singapore has 30 steam manufactories, of which 15 are baking establishments, 4 are ice works, 1 gas, 3 cocoanut oil, 3 aerated water, and 4 pineapple canneries. Singapore also has 335 manufactories where hand labor only is used, the principal among which are: Aerated water, 6; sago, 16; soup, 10; cocoanut oil, 2; copra, 14, tanneries, 21; dyehouses, 33; brick kilns, 18; lime, 13; potteries, 10; melting tallow, 39; charcoal, 63; attap depots, 30; pineapple canneries, 23.

There are also the following establishments: Saw mills, 16; rice-cleaning mills, 9; iron and brass foundries, 5; graving docks, 5, with shipwright's establishments attached; tin-melting works, 1; patent slip and dock, 1; shipbuilding yard, 1.

In Penang there are: Dyehouses, 16; fish curing houses, 55; indigo manufactories, 23; rice mills, foot-power, 13; rice mills, steam, 3; flour mills, water, 2; soda-water manufactories, 8; tanneries, 2; oil manufactories, foot-power, 63; samsu distillery, 1; brick kilns, 7; ice manufactory, 1; brass and iron foundries, 5; docks, 2; soap factories, 9; candle factories, 11. In Province Wellesley: Rum manufactories, 2; sugar manufactories, steam, 7; sugar manufactories, buffalo-power, 2; oil manufactories, 112; indigo manufactories, 37; rice mills, foot-power, 72; brick and lime kilns, 40; brick and lime, steam, 1; potteries, 53; samsu distillery, 1; docks, 2; dye works, 4; tapioca works, foot-power, 163; tapioca works, steam, 3. At Malacca there are: Tapioca manufactories, steam, 21; gambier manufactories, steam, 100; cocoanut-oil manufactories, hand labor, 99; samsu distillery, 1; brick kilns, 7; lime kilns, 4; steam sawmill, 1.

SHIPPING.

There were built in this colony during 1900 steamers and sailing craft of all sizes to the number of 412, with an aggregate tonnage of 9,487 tons.

A strong and apparently successful effort is being made by the Chinese to control shipping here. A large part of the capital of Singapore is owned by Chinese. They are the wealth producers; many of them are cultured, and while they have a civilization different from ours, they are notably honest, observant of contracts, and progressive.

Should the coming quarter of the century record a continuance of progress in Chinese shipping, such as I am informed has been shown during the last quarter of the nineteenth century, the Chinese will practically control the shipping of this port.

POSTAL ORDERS.

These were issued in 1900 to the following values:

	Local postal orders.			British postal orders.	
	Issued.	Paid.		Issued.	
		Mexican currency.	United States currency.	English currency.	United States currency.
Singapore	\$1,761.00	\$3,666.00	\$1,723.00	£ 4,302 4 10	\$20,936.85
Penang	2,915.00	1,899.00	667.00	1,256 10 0	6,109.89
Malacca	934.00	980.00	460.00	77 9 0	376.91
Total, 1900	5,610.00	6,045.00	2,840.00	5,635 3 10	27,423.65
Total, 1899	6,726.00	6,400.00	3,008.00	5,342 15 4	25,996.84

STAMP DUTIES IN THE STRAITS SETTLEMENTS.

The total stamp revenue for 1899 was \$359,477 (\$168,595), including \$62,887 (\$29,494) derived from judicial stamps.

The rates of postage to countries comprised in the postal union are:

	Cents.	Cents.
Letters per one-half ounce	4	(2)
Post cards	3	(1.4)
Printed papers	1	(.4)
Registration	5	(2.3)

To countries not in the postal union:

	Cents.	Cents.
Letters per one-half ounce	8	(3.7)
Post cards	3	(1.4)
Printed papers	1	(.4)
Registration	5	(2.3)

The parcel-post rates are:

Europe:		
3 pounds and under	\$1.00	(\$0.47)
Over 3 and under 7 pounds	2.00	(.94)
Over 7 and under 11 pounds	3.00	(1.41)
China, United Kingdom, India:		
3 pounds and under .....	.50	(.23)
Over 3 and under 7 pounds	1.00	(.47)
Over 7 and under 11 pounds	1.50	(.70)

EDUCATION.

There are maintained in the colony 213 schools, public and private, having 549 teachers and a total of 15,258 pupils. The average number of pupils per school is 27.5; average number of teachers per school, 2.5. Only 2.97 per cent, or less than 3 per cent of the population, are in the schools. The total salary for 549 teachers is \$140,634 Mexican (\$56,097), which is about \$130 gold per year.

Of the teachers, less than 100 are women; of the pupils, 13,114 are males and 2,144 females—about 6.5 to 1.

O. F. WILLIAMS, *Consul-General.*

SINGAPORE, *October 21, 1901.*

DECLINE OF BRITISH SHIPPING.

Under date of October 15, 1901, Consul-General Williams calls attention to investigations being made by the British Government as to the proportionate decline and, in certain ports, the actual decline in volume of business of its merchant marine as compared with that of some other nations, notably Germany. He suggests three reasons for the increase of German trade in the East:

1st. The liberal subsidies paid German ships. 2d. The cordial support given by German shipowners and capitalists to the evident ambition of the Imperial Government to make Germany a world power. 3d. The fact that Great Britain has so long excelled in its merchant marine, that overconfidence was natural and has for years existed. Then came the diverting influence of the South African war and the demand for hundreds of its best merchant ships to act as transports. Germany, Holland, and other nations ambitious to foster shipping quickly saw and seized their advantage. For example, formerly 80 per cent of the shipping of Bangkok was British, but now Germany has the lead; of the 440 steamers that entered that port in 1900, 44 per cent were under the German flag and 38 per cent under the British. Of the total value of cargoes from foreign countries, 58 per cent came by German vessels and only 34 per cent by British.

FEDERATED MALAY STATES.

The Department has received from Consul-General Williams, under date of September 28, 1901, a newspaper account of the report of the high commissioner for the Federated Malay States to the colonial secretary, from which the following extracts are taken:

The last year of the century proved to be one of great prosperity for the Malay States. The four States, Perak, Selangor, Negri Sembilan, and Pahang, were federated in 1896, and the value of trade for the year 1900 was figured at \$48,665,000, * an increase of \$4,866,500 over the value of trade in the previous year. The export trade exceeded the import trade by over \$4,000,000, a most satisfactory balance when it is considered that there is no transit trade, the exports being the real produce of the country, while the imports are purchased for local consumption. The duty on tin, which at the present price of the metal can be profitably worked, was one of the principal sources of revenue. In the twenty-six years during which the Malay States have been under British protection, the revenue has grown from about £100,000 (\$486,650) to over £1,500,000 (\$7,299,750). Over 250 miles of railway, 1,300 miles of cart road, and 1,400 miles of telegraph have been constructed. Waterworks, wharves, hospitals, prisons, and schools have been built. The States expended in 1900 a sum of \$285,000 on government hospitals and surgeons, besides equipping a laboratory and an institution for pathological research. In the State of Perak, the government is engaged upon an important scheme of irrigation which will benefit 60,000 acres of rice land at an expense of about \$500,000. An officer has been appointed to superintend an experimental plantation and to advise on the cultivation of various kinds of rubber and its extraction from the tree. Some years ago, large sums were expended in experiments with Arabian coffee, Indian tea, cinchona, and pepper. The planting of sugar, originally introduced by Chinese, promises great development with European capital under European management.

* Gold.

TURKEY IN ASIA.

ALEXANDRETTA.

Last year, many new houses were built, and the marsh is slowly being improved. A road has been constructed across it, and one of the worst streets of the town filled. Sixty new dump cars have arrived, and a locomotive of 8-horsepower, about double the size of the one in use, is on the way. There have been several storms this summer, which is very unusual, and for the first time in years the marsh has not become dry. Much sickness prevails among the people.

AGRICULTURE.

The rains were so late that the barley was almost a failure and the wheat amounted to only one-half of a crop. At one time in April, the authorities forbade the exportation of any grain, as a famine was feared, but lately this restriction has been removed. Wheat is now quoted at 1 napoleon per shumbul (about \$1 per bushel) and barley at 45 cents per bushel. This applies only to this place. In the interior of the country, the price is usually about half. This great difference is caused by the transport, which costs 12 cents a ton per mile, nearly doubling the price of a product if carried 75 to 100 miles. But this year, grain is dearer in the interior on account of the failure of crops.

INTERIOR DISTURBANCES.

The tribes of Arabs and Kurds living on the plain east of Aleppo have been this summer engaged in one of their periodical quarrels. Many hundreds have been killed, mostly women and children, and much property destroyed. For several weeks during April and May, no caravans could cross the plain, and it was feared for a time that all the tribes of the Euphrates and Tigris rivers would take up arms. The matter became so serious that the authorities were compelled to interfere, and troops were sent to the scene.

QUARANTINE, PORT IMPROVEMENTS, ETC.

The quarantine against Egypt has been in force all summer, most of the time for five days, but on the 1st of August, it was raised to ten. This interferes with trade.

Although there are nearly 100 missionaries, mostly American, in this district, none are located here. The unsanitary situation of the town has been responsible for this. It is rumored that, in the near future, a mission will be founded here either by the English or American board. All goods intended for the missions enter by this port and any invoices they have for the United States (generally embroideries, etc.) are made out at this office.

The port commissioners are talking of building an iron pier, 100 feet long, but they are not likely to take any energetic measures while the present wooden structure lasts.

The new Cretan stamp tax is causing much dissatisfaction. The Government takes one-eighth of the wheat, barley, oats, figs, onions, etc.; in fact of everything raised from the earth, even pease and beans.

Several merchants have been planning to establish a magazine of American goods here, but are hesitating, because there is no direct line of ships. The expense involved in transshipment makes the prices of articles too high for a place where cheapness is essential.

MINING.

Several inquiries have been made relative to the mines of this district. Near here and near Mersina, deposits of manganese ore have been found, showing 51 to 53 per cent. Some mines are exploited, but work has been stopped, the authorities refusing full concessions. No one can even guess when these will be granted. The authorities allow the exportation of 100 tons from a new mine as a trial shipment, and then 2,000 tons before the full concession is given; but no one cares to incur the expense of shipping 2,000 tons, building a road, etc., unless he is sure of the final concession. Many mines and quarries—marble, lead, chrome, etc.—are known to exist, but the country remains undeveloped.

EXPORTS; MANUFACTURES; EXCHANGE.

The principal items of export from this port are cocoons, wool, and licorice. The cocoons go to France and Italy, the licorice wholly to the United States, and the bulk of the wool (about 70 per cent) to France, and other ports of Turkey; some 15 per cent goes to the United States. The only factories here are four licorice-root pressing establishments, the principal one belonging to the Stamford Manufacturing Company, of New York. They are not really factories, as they only press the loose root into bales so as to facilitate loading and shipment. Sailing vessels carry these bales at the rate of \$40 per ton.

The Turkish pound amounts to 126½ piasters; at Aleppo the exchange is 127 and at Mersine 124. The English pound is valued at 139; the French pound at 111.

As the list of exports and imports furnished by the nazir of the customs does not give either values or countries of origin and destination, I have obtained a list for the fiscal year 1900–1901 from the agents of the different steamship companies located here.

WM. ROSS DAVIS, *Consul*.

ALEXANDRETTA, *August 31, 1901.*

Approximate estimate of imports and exports for the year ended June 30, 1901.

IMPORTS.

Articles.	United States.	England.	France.	Italy.	Austria.	Russia.
China and glassware.....	\$9,275	\$2,800	\$2,400	\$7,485	.....
Cloth.....	56,600	14,000	45,500	165,200	.....
Coal.....	2,775	.....	.....	.....	.....
Coffee.....	23,650	6,925	825	8,850	.....
Colors.....	1,980	1,975	19,200	17,850	.....
Copper.....	18,900	2,850	.....	.....	.....
Drugs.....	44,800	58,000	8,400	24,850	.....
Hides.....	113,730	82,800	15,000	18,000	.....
Indigo.....	201,500	.....	.....	.....	.....
Iron and ironwork.....	5,635	35,995	11,160	4,680	6,120	.....
Manufactures.....	17,500	4,108,000	45,900	621,900	391,500	.....

Approximate estimate of imports and exports for the year ended June 30, 1901—Continued.

IMPORTS—Continued.

Articles.	United States.	England.	France.	Italy.	Austria.	Russia.
Matches.....						
Metals (zinc, etc.).....		\$44,525	\$10,800	\$2,300	\$14,700	
Paper and paper work.....			10,600	8,800	57,375	
Petroleum.....						\$268,750
Provisions.....		14,875	5,950	4,375	3,250	
Rice.....		37,250		75	60	
Silk and silk works.....		1,853,100	68,050	115,500	63,000	
Spirits.....		4,875	4,175	210	11,700	3,900
Sugar.....			8,925	150	201,725	45,925
Tobacco and tobacc.....						
Various.....	2,250	27,625	51,025	830,040	70,600	12,250
Total.....	27,135	6,594,475	385,235	1,679,355	1,057,265	330,825

Articles.	Belgium.	Germany.	Turkey.	Egypt.	Total.
China and glassware.....	\$18,600	\$8,975	\$15,400		\$64,935
Cloth.....	2,800	42,000	6,600		332,700
Coal.....					2,775
Coffee.....	15,025		1,100	\$33,000	84,375
Colors.....	58,200	2,825	16,175	1,075	119,280
Copper.....	475	1,425	1,425		25,075
Drugs.....	49,950	14,700	19,050	17,550	239,050
Hides.....	4,800	15,200	63,375	14,625	333,550
Indigo.....				9,000	210,500
Iron and ironwork.....	58,650	18,700	30,580		171,530
Manufactures.....	40,500	142,500	609,000	450	5,972,250
Matches.....	13,305			2,400	15,705
Metals (zinc, etc.).....	585	7,585	6,300	2,400	89,195
Paper and paper works.....		2,535	24,600	5,400	109,210
Petroleum.....					268,750
Provisions.....		1,000	32,100	5,400	66,950
Rice.....			1,550	15,500	54,400
Silk and silk works.....	14,100	3,650	136,000		2,243,400
Spirits.....	450	4,875	6,375	2,250	38,110
Sugar.....	14,305	4,875	1,495	3,300	280,700
Tobacco and tobacc.....			300,750		300,750
Various.....	6,745	4,400	230,250	31,075	1,266,260
Total.....	298,490	275,245	1,502,135	143,425	12,293,565

EXPORTS.

Articles.	United States.	England and dependences.	France.	Italy.	Austria.	Germany.
Cattle.....		\$24,875	\$5,000			
Cocoons.....		1,200	404,000	\$12,000	\$9,200	
Corn, wheat, etc.....		62,615	11,060	27,750		
Cotton.....		3,420	11,250	6,665		\$4,820
Crude drugs.....		30,500		106		
Galls and yellow berries.....		6,000	46,250		3,375	16,883
Hides (tanned and untanned).....		650	60,125		49,950	74,450
Licorice.....	\$640,086					
Manufactures.....	1,759	1,900	3,800	1,925	1,900	9,500
Oil (butter).....		3,200	1,200			
Olive oil.....		300	4,800			
Ores (copper, etc.).....		332,250	22,800	600	600	
Orange and citron.....					2,400	
Pistachio.....		850	16,650	450	1,350	
Provisions.....		5,600	490			600
Raisins and figs.....			1,320		1,390	4,725
Soap.....			200			
Tobacco.....						
Tragacanth.....		8,400	15,120	620	7,750	5,250
Various.....	4,060	23,100	7,560	3,150	4,725	4,620
White of egg.....			58,500		5,000	9,250
Wool.....		50,875	211,500	123,200	3,150	3,300
Total.....	645,906	555,235	881,675	176,465	90,980	133,398

Approximate estimate of imports and exports for the year ended June 30, 1901—Continued.

EXPORTS—Continued.

Articles.	Russia.	Turkey.	Egypt.	Belgium.	Total.
Cattle		\$40, 300	\$369, 500		\$439, 175
Cocoons		13, 500		\$7, 200	83, 600
Corn, wheat, etc		10, 500	16, 110	5, 335	183, 370
Cotton		60, 350			76, 505
Crude drugs		8, 875		875	89, 855
Galls and yellow berries	\$4, 475	69, 925	7, 350	9, 100	163, 358
Hides (tanned and untanned)		112, 500	95, 600		893, 275
Licorice					640, 086
Manufactures		751, 120	99, 000		870, 904
Oil (butter)		126, 200	396, 400		527, 000
Olive oil		8, 800	19, 800		82, 900
Ores (copper, etc.)		200			355, 400
Orange and citron	90, 000	35, 850			128, 250
Pistachio	450	78, 625	42, 000	450	140, 825
Provisions		19, 750	9, 375		35, 805
Raisins and figs		23, 680	44, 830	685	76, 770
Soap		35, 055	420		85, 675
Tobacco		480	13, 440		13, 920
Tragacanth		9, 625	6, 300	325	53, 390
Various		61, 950	20, 125	825	180, 115
White of egg					72, 750
Wool		113, 750		1, 650	507, 425
Total	94, 925	1, 571, 035	140, 250	25, 925	3, 669, 598

REPORT FROM CONSULAR AGENCY AT BUSSORAH.

The United States is not making perceptible headway in the import trade here, but is taking an increasing percentage of the exports.

IMPORTS.

The wants of the Arabs are still primitive, and only the cheapest descriptions of manufactures are current. Massachusetts sheetings are taken in considerable quantities by the Arabs of the interior, but frequent tribal wars have interrupted traffic during the greater part of the present year.

In time, the market for gray sheetings and drills will, no doubt, be largely extended, and America may compete successfully with Manchester in other lines.

American tools and such articles as ice-cream freezers are finding their way into the bazaars here from Bombay. The difficulty of getting a reasonable rate of ocean freight from America to the Persian Gulf is the chief obstacle to a development of the trade in all American manufactures.

As an example, wooden goods, deals, date boxes, and furniture are shipped from Trieste to Bussorah in cargoes at 20 shillings (\$4.86) per ton of 40 cubic feet, and the rate for direct shipment from Norway is about the same; while from America it is fully double, and transshipment has to be effected either at London or Bombay, or sometimes at both Liverpool and Bombay.

If this handicap in freights did not exceed 30 per cent of the cost, a large trade in American wood and in cheap furniture, as well as in kerosene oil, would be the direct result. Bussorah imports annually over \$200,000 of wood and \$70,000 of kerosene oil (from Batum), and other ports in the Persian Gulf take \$50,000.

EXPORTS.

Bussorah exports by far the largest proportion of the world's consumption of dates.

The cultivation of the date palm over many hundred thousands of acres along the banks of the magnificent rivers Shatelarab, Euphrates, and Tigris is the chief occupation of the population, and Americans are taking a yearly increasing quantity of this sweet and wholesome fruit. From 50,000 to 70,000 tons are annually exported, in different kinds of packing, from mats containing 160 pounds to packets containing 1 pound. To how many millions of Arabs, Persians, Indians, and Africans the Bussorah date is both bread and meat it would be difficult to estimate.

America's share of the consumption is at present about 8,000 tons. Wool, licorice root, and skins are the other articles taken by the United States.

JOS. HAMILTON,
Consular Agent.

BUSSORAH, *October 16, 1901.*

BEIRUT.

The effects of the financial crisis in Beirut last winter, which was due to over speculation, are still felt in the local commercial world; the crops of the current year, on account of insufficient rainfall, did not come up to the average; quarantine regulations against plague outbreaks in various levantine ports have hampered commerce. For these reasons, it is not at all remarkable that trade has been unsatisfactory.

ECONOMIC AND SOCIAL CONDITIONS.

Syria's trade is only a fraction of what it would be under favorable conditions. Agriculture suffers from a multiplicity of evils, such as tax-farming, absence of country banks, inadequate police protection, insufficient means of transportation, lack of uniformity of currency, weights, and measures, antiquated methods and tools, and emigration. Transfers of land titles under existing laws involve much confusion. These and other conditions have engendered a lack of enterprise which oriental fatalism is not apt to amend. No foreigners have attempted to farm in Syria, except the German and American colonists at Haifa and Sidon, and the Jewish colonists in Palestine. It is true, however, that some of the Sultan's immense private estates are now being administered with the assistance of foreign agriculturists. The fertile plains, such as Bekaa (Coele-Syria) and Esdraelon, are owned by native capitalists residing in Beirut, and are parceled out to small renters. In the absence of local agricultural banks, the ordinary farmer is at the mercy of usurers. In the Hauran, the granary of Syria, farming operations are conducted under a diversity of difficulties, chief among which is inability to check Bedouin depredations. Vast tracts of land are lying idle. It is only necessary to recall the

glory of Zenobia's Empire to realize that Syria possesses extensive domains which might be reclaimed from desolate Palmyra and made to bloom and bear fruit; but the only encouragement given by the central government to agriculture is the admittance free of duty of practically all kinds of agricultural machinery and implements.

Foreign influence is growing, and Western methods are slowly but surely breaking in. The chief obstacle to rapid amelioration of present conditions is the sluggish indifference of the people chiefly affected, who endure constant impoverishment without serious objection.

Following are extracts from an article appearing in an Egyptian newspaper of recent date:

No part of America is as productive as is Turkey, with the sole exception of California. In respect to overflowing naturalness in the soil, almost the whole of the Sultan's territories compares with that American Eden of the Far West. Everything else is against the Turk, but nature is his unfailing friend. Grapevines run all over the houses; the Turkish vineyards are incomparable. * * * The poor Turk takes little trouble about his agricultural implements. His plow is much like that which Noah must have used, for it is simply a long piece of wood with a yoke of oxen at one end of it and a single handle at the other. With this the fellah just scratches the soil. Indeed, the process can not be styled plowing at all. If a bramble be met, the peasant walks delicately around it, easily guiding the plow to circumvent the obstacle. The village girls work hard at harvesting. The crops are usually magnificent, but the waste is immense. Camels, horses, mules, and donkeys go loaded to market, but the road is strewn with grain leaking from tattered old sacks. * * * Thousands of sheep flourish on the vast pasture lands of the wide valleys. Yet the people do not eat voraciously of animal food. They only need a little lamb or mutton to shred into fragments, that they may stew it with rice into delicious dish called "pilaff." The Turks relish their glorious watermelons. They can contentedly live as approximate vegetarians. No nation is at so little expense for the dietetic commodities. The cows do not give very much milk, but that milk is almost as rich as cream. Cotton grows splendidly in many parts of the Empire, and so does tobacco; also the mulberry tree, on whose leaves feed the silkworm. Icorice and soap roots may be picked almost at will. Olives, apples, pears, all sorts of plums, peaches, figs, bananas, apricots, pomegranates, tomatoes, melons, squashes, quinces, oranges, lemons, and nuts (almonds, walnuts, etc.) abound in the gardens. * * * The provinces which owe allegiance to the Sultan would feed ten times the population now inhabiting them. The typical Turk loves a horse, a gun, a garden, a vineyard, a flock of sheep and goats, and a herd of cattle. As for his dwelling, he cares little about it. At the bottom of the wonderful physical vitality of the Turkish race is the universal abstinence of the common people. They are the most abstemious race on earth. Polygamy is the great hindrance, for the degradation of woman has borne down the nation and has rendered an ethical revival a perpetual impossibility.

Syria and Palestine are not favored with mineral deposits, as is, for instance, Asia Minor; but even here, the possibilities are significant. Only bitumen is being mined in Syria (it all goes to the United States). The industry, however, could be greatly enlarged, and iron, coal, petroleum, salt, amber, marble, chromium, chalk, gypsum, etc., might be successfully included. "Kirchoffs Technische Blätter" publishes the following communication from a German mining engineer in Palestine:

Valuable mineral treasures have recently been discovered in Palestine, so that it is safe to say that the industrial awakening of the Holy Land is no longer a dream. The newly discovered mineral deposits lie on both sides of the Jordan and the Dead Sea. The salt deposits of the Dead Sea could be developed into an industry. The waters hold chlormagnesium, brommagnesium, and calisalt. Aside from this, there are the bituminous chalk springs of Nebi Musa, which contain from 30 to 40 per cent asphalt. The most important of all the deposits is phosphate, and the immense fields lying to the east and west of the Jordan only need better means of traffic and communication to insure their development.

SYRIA'S KARLSBAD.

In this connection, I would invite attention to the mineral waters in which these regions abound. Especially celebrated are the hot springs at Tiberias, which, ever since the Roman occupation, have been renowned for their curative powers, and in bygone ages were compared to the famous waters of Baia. The present baths were built by Ibrahim Pacha in 1833, during the Egyptian invasion. Additions were made in 1890 by the Turkish Government, but the accommodations are inferior and lack cleanliness. The temperature of these springs is about 143° F., and the waters contain sulphur, chloride of magnesium, and iron. They are in many respects similar to those of Karlsbad. The hot springs of Tiberias are largely frequented by natives from all parts of Syria and are reputed to cure chronic rheumatism and various skin diseases. In 1887, Dr. Schumacher, of Haifa, was asked by the Turkish Government to plan suitable modern baths; but the project was never carried out, owing to the fact that, according to a firman, the baths could never be let for a longer period than two years, and consequently, no responsible lessee could be found to take them over and place them under efficient management. All efforts by natives and foreigners to change the terms of the lease failed, the Government considering that the baths in their present state were quite sufficient for their purpose, viz, to offer free lavations for the poor, especially the Bedouins, and a few single baths for natives of means. At present, the revenues of the establishment accrue to Tiberias, while the annual rent, amounting to some \$2,500, flows into the national exchequer. In Roman times, the springs were called Ammaus (compare Josephus, antiq. jud. XVIII, 2, 3). Pliny extols their sanatory properties. Roman villas, temples, and baths surrounded, and Herod's acropolis crowned, the heights near the thermal bath. Under American or European management, and if a sum of \$50,000 were expended, this watering place would become a source of wealth to those concerned. The season lasts from February to May. In Galilee, the climate is delightful in the spring, as tourists well know. A resort offering such baths and such historic associations would seem to have a bright future.

FOREIGN TOURISTS.

Syria and Palestine are becoming more and more popular with travelers. A constantly swelling stream of tourists tends toward Egypt in the winter, and when the Cairo season is over, in the early part of March, it overflows the Holy Land. Smaller parties and individual travelers, wishing to avoid the rush, make their way to Syria and Palestine in the autumn, via Naples, Athens, and Constantinople. The tourist traffic in Syria has more than doubled during the last ten years. At present, about 750 foreign tourists pass through Beirut annually, and most of them proceed to Baalbek and Damascus. Nearly twice this number go through Palestine. Galilee is also growing in favor among tourists. The figures given do not include the thousands of pilgrims who seek the holy places nor the special excursions which lately have come into vogue. In February next, the *Celtic*, carrying about 900 American tourists, will be due in these waters, while the *Augusta Victoria*, from New York, and the *Commonwealth*, from Boston, are expected to arrive early in March with large parties. During the last three or four years, American tourists have

easily predominated in these parts, followed by the English and Germans. All tours are conducted under the national colors of Great Britain and Germany, which is a source of humiliation to hundreds of American travelers.

EMIGRATION.

The large emigration of Syrians, mostly from the Lebanon, alluded to in former reports, still continues. The United States receives annually some 5,000; the rest mostly go to South America. A considerable number return, however, either for a visit or to stay. Many of the returning emigrants possess American naturalization papers, and one might think they would prove of great assistance in extending commercial relations between their native and adopted countries. Such may be the case in time, but so far, they have mostly invested their money in Syrian real estate, without making any perceptible effort to improve existing conditions in this country or to push its trade with the United States. One result of this emigration, however, is a slight advance in wages paid for labor in Syria.

INDUSTRIAL AND COMMERCIAL PROGRESS.

In the economics of Syria, there are no radical changes to record. Silk, olive oil, licorice, wine, and soap factories have existed here for years, and are conducted mostly by foreigners. In Homs, the "Manchester of Syria," and in Damascus, Beirut, etc., old-fashioned hand looms for weaving silk and cotton stuffs still reign supreme. However, the opening of a fruit-canning factory here and a silk-manufacturing establishment there indicates a progressive movement. Strange to say, the exportation of native hand-woven silk is increasing. Also, Palestine wines are growing in popularity in Europe, and Syrian raw silk is seeking a better market in America. Lemons and oranges are being exported in steadily increasing quantities from Sidon and Tripoli, and Lattakia tobacco is gaining a reputation abroad, as are, also, sponges from Syrian coast waters. A market has been found in the United States for Syrian cotton lace, and increasing numbers of Lebanon girls are kept busy crocheting. In Homs, the pretty homemade napkins, table covers, and towels have become favorite articles of export.

The first section of the Damascus-Mecca railway is completed, and the French railway branch from Rayak to Homs and Hamath progresses favorably. The latter is a standard gauge road. Carriage roads are taking the place of bridle paths. Generally speaking, it may be truly said that the country is being slowly developed and that its trade with the outside world is certain to continue to expand. Syria of to-day is far in advance of the Syria of twenty-five years ago.

IRRIGATION.

To what extent the utilitarian spirit is growing is shown by the fact that a number of oil engines are now used in Palestine for pumping water from wells. The first attempt at introducing these engines for this purpose is said to have been made by a German firm, about three years ago, the engines being small ones of three or four horsepower. At first, no one would try them, but finally, by way of experiment, the agent of the firm in question volunteered to set up an engine free of expense. This little installation worked so well that it quickly led to the placing of several orders for more. Since then, about 60 oil engines

have been set up at different places, practically all for plantation work. About two-thirds of the engines are from Germany, the remainder from Great Britain. The British engines, it is said, are growing in favor, on account of their greater simplicity of construction, which is an important point when it is considered that the engines are generally in charge of native laborers.

Lately, the question of irrigation has received considerable attention in competent quarters. It is not unlikely that decisive impetus may come from the Jewish Colonization Association.* I am more than ever convinced that in Syria, Palestine, Mesopotamia, and adjacent territories, great quantities of irrigation machinery of various kinds will be needed before the expiration of many years. United States manufacturers of well-drilling machines, windmills, oil and gasoline engines, pumps, etc., will find it to their advantage to watch developments in western Asia. I would suggest that correspondence along these lines be addressed to Mr. Pariente, and also to Mr. Michel Nasser, at Beirut. The latter gentleman recently visited the United States and made a special study of irrigation contrivances.

SYRIAN TRADE WITH THE UNITED STATES.

The relative position of the various commercial nations in regard to Syrian markets has not materially changed since my last annual report. United States trade is increasing, but our manufactures form, as yet, only a small part of the total imports.

The following table shows the development of United States trade with Beirut during the last fiscal year, as compared with 1899-1900, and 1898-1899:

Articles.	1900-1901.	1899-1900.	1898-1899.
Beer.....	\$7,400.00	\$1,632.50	.....
Bicycles.....	140.00	.....	.....
Books and stationery.....	2,872.71	8,398.15	\$982.00
Boots and shoes.....	750.20	875.00	.....
Building supplies.....	4,140.17	16,500.00	219.00
Carriages.....	201.25	.....	.....
Clothing.....	1,023.24	824.81	.....
Cotton goods.....	300.00	.....	.....
Drugs.....	97.20	1,100.00	270.00
Flour.....	260.00	.....	.....
Furniture.....	2,393.45	.....	.....
Glassware.....	50.78	.....	.....
Groceries.....	1,840.83	.....	.....
Hardware (tools, etc.).....	5,885.54	5,559.00	.....
Harness and saddlery.....	163.75	.....	.....
Lamps and clocks.....	.....	650.00	175.00
Leather.....	2,150.00	1,200.00	.....
Musical instruments.....	124.50	.....	.....
Paints.....	511.52	.....	.....
Phonographs.....	8,850.00	3,625.00	.....
Photo articles.....	97.40	.....	.....
Provisions.....	.....	1,969.30	.....
Pumps.....	300.00	.....	.....
Sewing machines.....	45,000.00	42,350.00	45,000.00
Stationery supplies.....	325.94	.....	.....
Surgical instruments.....	74.23	.....	.....
Toys.....	71.61	.....	.....
Typewriters.....	75.00	.....	.....
Watches and jewelry.....	1,755.25	.....	.....
Windmills, well machinery, and agricultural implements.....	.....	2,520.00	.....
Wire nails.....	14,669.00	.....	.....
Miscellaneous.....	500.00	2,475.00	3,880.00
Total.....	102,023.57	84,678.76	50,526.00

* Headquarters, 2 rue Pasquier, Paris, France, Mr. Meyerson, director. Branch office, Beirut, Syria; Mr. Pariente, agent.

Up to the last two or three years, sewing machines were the only item of importance in American exports to Syria. Now, American agricultural implements, beer, canned provisions (groceries), leather, pumps, phonographs, rubber shoes, wire nails, and windmills have gained a pretty firm foothold, and promising shipments of coal, cotton fabrics, flour, furniture, iron and steel, lamps, paints, paper, shoes, watches, etc., have been made. American mechanics' tools, and hardware may be said to have passed the experimental stage, and the trade in these articles I consider fairly well established in Syria. Last year witnessed the arrival of two American traveling salesmen, something hitherto unknown in the commercial annals of this country. A large amount of correspondence is being conducted between commission houses at this end and American exporters. The outlook is encouraging.

STEAMSHIP FACILITIES.

If a direct and regular steamer service existed, the United States would soon become a leading factor in commercial operations in the Levant. The lack of such facilities is the principal impediment to the progress of our trade in this part of the world.

During the last few years, three distinct steamship lines have entered these waters, in addition to the old lines which are more particularly intended for mail and passenger service. I refer to the Prince Line (British), the Deutsche Levante Linie (German), and the Navigazione Generale Italiana (Italian). The steamers of these lines are primarily freight boats, but they also have accommodations for a limited number of passengers. These boats have not only found sufficient cargo to warrant their calling here, but by regular visits, have aided in the development of the natural resources of these regions and created new business. The Jaffa, Sidon, Tripoli, and Latakia trade in oranges and lemons, for instance, may be called an offspring of the Prince Line. Also intimately connected with this line is the Syrian Trading Company, with headquarters in Beirut and branch offices all over Turkey in Asia, an English corporation which works directly into the hands of the Prince Line and the commercial interests of the United Kingdom. The German Levant Line introduced its Syrian sailings about January 1, 1900, as an experiment, with a monthly service from Hamburg, assisted by special railroad rates in Germany to encourage exports to the Levant. This enterprise had been under contemplation for several years and was even started once or twice only to be abandoned. Finally, the company decided to definitely test the trade possibilities of Syrian ports by sending one steamer a month for twelve months. So gratifying was the result that for the present year sailings once every three weeks has been announced. Regularity in sailings is essential and must be maintained even if cargoes are not guaranteed in advance. It will not do for a steamship company to become disheartened should the first few trips prove unprofitable. Both the Prince Line and the Deutsche Levante Lines lost money to begin with. I am told it took the Prince Line nearly two years to make a financial success of its operations along the Syrian coast. Now, its steamers call here every ten days. As to the Italian Line, it is of more recent origin, and is subsidized by the Italian Government. It also started with monthly calls and stoutly maintains the service. I have no doubt that the pronounced growth of Italian trade with Syria, which I noted

in my last annual report, is largely due to these improved means of communication.

There has been formed in the United States during the last two or three years, at the initiative of the consul-general of the United States at Constantinople, Mr. Dickinson, an association of manufacturers, with an export agency at New York, especially interested in the levantine trade. Its cordial support and cooperation is important to the prospective American line of steamers for these parts. The association's agents in the principal trade centers of Turkey, Greece, and Egypt should be appointed agents for the new line in order that a systematic and successful campaign may be organized.

WITH WHOM TO CORRESPOND.

I submit a list of leading commission houses in my district that are interested in American manufactures. Practically the whole import business of the country is in the hands of agents of this class.

Beirut, Syria.—R. C. Erny, Weber & Co., Fr. Wehner, Aug. Duplan & Co., H. Sabbag & fils., Henry Heald & Co., general commission; Najib Letayf, Fadoul Ribeiz, groceries; N. & G. Araman, R. Somerville, hardware.

Damascus.—E. Luttiche & Co., general commission.

Tripoli.—John Hakim, general commission.

Haifa, Syria.—A. Duck & Co., general commission.

Larnaca, Cyprus.—P. J. Louisides & Co., general commission.

QUOTATIONS AND TERMS OF PAYMENT.

Much, indeed, would be gained if manufacturers at home could see their way clear to make quotations c. i. f. Beirut and accept settlement on delivery of goods here, shipped on the basis of an advance payment of 25 to 33 per cent, instead of insisting on cash for the whole invoice in advance of shipment. In experimental shipments—and our present export trade with Syria falls largely within this category—the first consideration is the suitability of the goods. This settled affirmatively—in other words, it has been ascertained that a certain line of American manufactures will sell here, that the customers will take to it kindly and that prices are acceptable—the next question, and one which vitally affects the growth and permanency of our young trade, is the terms which the commission house in Beirut, accustomed to multifarious concessions in Europe, may secure from the manufacturer in the United States. It is no use denying that present American demands in this respect are very nearly prohibitive, but it is hoped that closer relations will create and foster mutual confidence and render this financial problem much less formidable. And this again emphatically points to the necessity of American ships and commercial travelers calling here more frequently and more regularly. There are in Beirut foreign commission firms as to whose honor and reliability no question can be justly raised. In the event of trouble, they are directly amenable to their consular courts. Nor should this remark be construed as implying that no trustworthy native houses exist. The American exporter must take pains to acquire incontrovertible knowledge of the actual financial standing and commercial reputation of the concern here with which he proposes to enter into

business relations. If the report of the Beirut bank is too vague to be of any use, if he finds that the American consul is forbidden to deal with the matter, there are merchants in this city who possess inside information and who have for years been in the habit of furnishing confidential advice to bona fide inquirers abroad.

In this connection, I refer to addresses given in the preceding paragraph. Besides, there are at home organizations, for instance the Philadelphia Commercial Museum, in a position to contribute valuable data. Dealing with a solid and honest house in Beirut, the American exporter might make arrangements at this end, with the Imperial Ottoman Bank, or Henry Heald & Co., which would safeguard his own interests, while meeting the Syrian client halfway on the c. o. d. principle intelligently applied. This is what is here called cash business. In former days, when American petroleum dominated this market, it came here in American sailing vessels, and was paid for through Baring Brothers, in London, who collected in Beirut, through Henry Heald & Co., the drafts accompanying the bills of lading. Usually, an advance payment of 25 per cent was exacted to guard against possible repudiation or other dangers. A different story altogether is the extensive huckster business carried on under credit extensions, which draw adventurers into the mercantile field and involve an amount of hazard incompatible with sound business principles. As to the practically lapsed custom of verifying shipments by inspection at the custom-house before acceptance by the local importer, it appears to offer inducements to fraud and litigation, which can not be too severely condemned. No stress too great, however, can be laid on the importance of the warning that neither printed statements nor samples should hold out promises which the article itself does not meet.

To my personal knowledge, several important deals have fallen through as a result of the American insistence upon full payment in New York before shipment, while the purchasers here offered part payment in advance and the balance against shipping documents at destination. One case will suffice for illustration: A foreign commission firm of high standing in the Beirut commercial world, after much correspondence, in which this consulate played a part, and after receiving a variety of samples from the United States, concluded that it could sell in Syria certain American cotton fabrics in opposition to the Manchester monopoly. Thereupon, goods to the amount of 15,000 francs were ordered to begin with, payable one-fourth of the sum with the order and the balance against documents at the bank in Beirut on arrival of the goods. The American exporter, however, declined the order on these terms, and demanded full payment before allowing the shipment to leave New York. That ended the affair, and our efforts to introduce American cotton goods into this market received a decided setback.

I am forced to make these observations, although realizing the necessity of precaution and prudence in financial dealings with Levantine concerns. Considering that shipments take four or five months in transit, it is easily understood that the cash-in-advance requirement heavily handicaps trade when it comes to business on a large scale. All commission houses at this end dwell on this obstacle with earnest deprecation, as illustrated by subjoined statements. The chief trouble is lack of confidence on both sides—the exporter fears that he will be

plunged into endless difficulties, unless he gets the entire amount involved deposited in his cash drawer before the shipment leaves his warehouse, while the importer feels as if he were buying a pig in a poke, and that, if the goods on their arrival do not conform to the samples submitted, he has no recourse. Not knowing American manufacturers well, as a class, the importer does not realize the pride they take in the products which leave their establishments and bear their marks, nor their disposition to make good any real defects. These difficulties must be avoided before any extensive trade in American goods with this country can follow.

VIEWS OF SYRIAN IMPORTERS.

[Translation.]

Absolutely the only serious obstacle to American trade in Syria is the conditions of payment demanded by the American exporters.

Usually the various kinds of merchandise are imported from European countries, through commission houses established in Beirut, Damascus, and some cities along the coast. These firms represent the manufacturers or the large mercantile houses which supply the imported articles and allow a credit of more or less extent.

There are two systems of payment—cash and credit. By "cash" is meant that the client pays for the goods within thirty to sixty days from the date of their arrival at the port of destination, ordinarily with a discount of 2½ to 6 per cent.

By "credit" is meant that payment is made within four to six months from the date of the arrival of the goods. In other words, the commission merchant or the client himself withdraws the merchandise from the custom-house, ascertains if the shipment conforms to the samples on which the order was given, and then signs a four to six months promissory note, the collection of which is generally left to the representative of the manufacturer. The latter subsequently receives the amount by check on some bank in Europe.

It is to be observed that the note even when due is never paid on the date of maturity. When that date arrives, the client pays in weekly installments, more or less large, according to the sum involved. Hence, the fact that goods sold on six months time are actually settled for eight or ten months after their arrival.

Against this custom, the American manufacturer demands that the goods he sends be paid for upon their shipment from a port in the United States, through a credit confirmed by a bank in Europe. For instance, when I order certain goods in America, I must hold the value thereof at the disposal of the shipper, forwarding by the same mail by which the order goes the amount in question to some bank in Paris or London, and request the latter to confirm this credit in some bank in the United States. The goods as a rule do not arrive till four to five months after shipment, which delay means the loss of four to five months interest on the money thus tied up—and the legal rate of interest here is 9 per cent—so I lose 3 to 4 per cent. Suppose the goods come, but on verification they are found to differ from the sample in quality, or size, or color, or something else; what shall I do? File a claim? Against whom? The original owner has already received payment in full and will most likely ignore my complaint. A lawsuit against him can only be brought in America; that is out of the question.

This difference of terms of payment between European and American exporters is a radical one, and I fear that if the latter persist in their policy, American manufactures will never be imported to Syria to any extent worth mentioning.

Another minor bar to American trade is the lack of direct steamships, which results in transshipments and long delays, during which the fluctuations of prices may most vitally affect the transaction in hand.

[Translation.]

* * * At the prices and conditions at present demanded by American manufacturers and exporters, it is not at all probable that the United States can ever get any substantial share of the trade of Syria. Nearly all that has been done during the last year in our commercial relations with the American markets has been confined to offers to which no attention was paid, for want of mutual confidence.

If the Americans are earnestly determined to secure the Syrian commerce as against the products imported by us from Europe, it is absolutely necessary that they should conform to the methods of the markets which they desire to win.

It is not with "dollars and cents," nor with "free on board New York," that they will ever succeed in awakening the interest of the Syrian purchasers in the products which are to compete with the fruits of European industry. The Beirut merchant wishes to be permitted to calculate quickly and easily the cost of the article and the expenses connected with its importation in pounds, shillings, and pence if the French currency is not convenient. It is only by offering his goods, giving prices f. o. b. Beirut, packing prepaid, that the American manufacturer may succeed in getting his proposition carefully considered in these markets. The Syrian merchant has no idea of the charges that may burden a commodity which is sold f. o. b. New York, from its starting point until its arrival here, and he does not know where to obtain such information, with reasonable ease and speed, covering expenses at New York, shipping charges, freight, cost of transshipment, insurance conditions, etc. He must get an exact account of all these things before he can make his calculations and send in his orders.

A still more serious obstacle, one which has so far prevented any real development of our commerce with the United States, is the mode of payment. If the Syrian importer is unable to inform his correspondent on the other side of the Atlantic that he has opened for him at some bank a credit for the amount of his order, the order is not honored, but remains in abeyance until the bank confirms the credit given.

A condition which is a little less rigorous is usually applied in Syria to colonial articles, such as sugar, rice, coffee, pepper, etc., which are ordinarily paid for against remittance of bill of lading; all other articles are sold on credit. If severe conditions are applied to goods of the latter class, including manufactures of iron and wood, cotton, woolen and silk fabrics, bric-a-brac goods, etc., they would consist in the requirement of cash payment after the receipt and verification of the goods. As to the so-called Manchester goods, a different arrangement exists, as for many years past the Beirut merchants concerned have had branch houses in the United Kingdom, and the credit required of them are in many respects less burdensome and obnoxious than the present American system.

The payment in advance, required by the latter, cuts off every means of reclamation, and the aggrieved Syrian importer has no way of establishing his claims if goods received from the United States do not come up to the sample or perhaps are not at all in compliance with the order. The distance, his ignorance of American laws, the absence of established relations prevent recovery in case of disagreement. Hence, his serious objection to prepayment.

If it can be averred that the Syrian merchant distrusts the American manufacturer, the latter also has the right to distrust the Syrian client, all the more so as American consuls probably have not been able to furnish very reassuring information about all the Syrian houses which have tried to enter into relations with the industries of the United States.

If the American manufacturer adjusts himself to the requirements of our markets, it will be positively necessary to demand full and detailed information from the consulates respecting the morality and, above all, the solvability of the client, and not pay attention to offers of business unless such information is perfectly satisfactory. If the manufacturer decides to trust his interests to a representative, he should select him from among the European houses and not from among native commission merchants, with whom commercial relations usually end the wrong way.

SAMPLES.

Manufacturers at home are earnestly invited to send samples. They may be addressed to this consulate, which will place them with such commission merchants as appear most likely to succeed in introducing the articles represented. Catalogues, even if they are printed in the French language, can not be compared in effectiveness to actual samples, in this part of the world. More useful than catalogues and samples combined are "live" drummers. On this topic, the following communication from a well-known firm in this city may be of interest:

Cultivating commercial relations with large American firms is a pleasing idea in many respects. Unfortunately, however, there are obstacles in the way, some of which seem to us most serious.

It is extremely hard to get samples. American houses usually demand payment in advance even for samples, as if it were a question of regular business instead of means of creating business. No respectable house here asks for samples frivolously or at random, but of articles of current use which are likely to find a receptive market.

Our most recent experience with American samples may be cited as an instance. We desired samples of American flour, and asked for them, because we thought American flour might sell in Syria. But this little experiment cost us 23½ francs, as follows: Amount to be paid sender, 9.45 francs; stamps and "laissez passer," 3.60 francs; freight to Beirut, 8.50 francs; transshipment, 1 franc; replacing sample in good condition, 0.95 franc.

If merchants are to be obliged to pay expenses at this rate for samples, business transactions will be heavily hampered in new markets.

Beirut firms receive catalogues and price lists of agricultural implements and industrial machinery made by American manufacturers, but they are of no use. What is needed is a sample in kind, and still better, a collection and exhibition in one place of all sorts of American samples. Beirut possesses merchants of sufficiently high standing to furnish any reasonable guaranty for the safekeeping and eventual disposition of such samples, in case orders are not forthcoming. We are inclined to believe that samples of the below-mentioned articles would result in considerable business with the United States:

Hardware.—Locks, iron beams for house building, mechanic's tools, household articles, cutlery, carriage springs, iron and steel bars, tin plates, wire rope, kitchen utensils, iron bedsteads, firearms, and ammunition.

Cotton cloth.—Printed calicos and ginghams, sheetings and shirtings, handkerchiefs, hosiery, and liner dress goods.

Groceries.—Flour, hams, lard, canned meat and fruit, beer and liquors, malt extracts, and confectionery.

Miscellaneous.—Leather, lamps, clocks, paints, folding desks, billiard tables, oil cloth, tar paper, stationery, drugs, perfumery, wall paper, harness and saddlery, cordage and twine.

AMERICAN SCHOOL OF COMMERCE IN SYRIA.

At the American University in Beirut, a school of commerce was inaugurated a year ago, which bids fair to play an important role in the economics of Syria and adjoining countries by stimulating enterprise, introducing modern tools and machines, and opening up new markets. While showing how the natural resources of these regions may be developed and utilized to better advantage, it will preach commercial honesty and endeavor to raise business practice to occidental standards. In connection with this school of commerce, it is proposed to open an international commercial museum, to which subject I hope to revert in extenso in some future report. The American University in Beirut draws students from Egypt, Greece, Asia Minor, Persia, and Syria. At present the enrollment exceeds 600.

TRADE OF THE LEVANT.

Without strenuous efforts, it is impossible for our exporters to capture their proper share of the trade of the Levant. The latter is worth fighting for. It is probable that the annual trade of Turkey averages more than \$100,000,000 of imports and \$60,000,000 of exports; Greece's foreign trade amounts to about \$45,000,000 a year, of which \$26,000,000 represent imports; Egypt's imports are valued at \$56,000,000, while the exports exceed \$75,000,000; Cyprus annually buys goods abroad to the amount of \$2,000,000. From these figures, it will be seen that the commerce of the Levant has attained considerable dimensions, although it is yet in its infancy.

GERMAN EFFORTS IN THE NEAR EAST.

To study the various means adopted by the different nations to secure a foothold in the levantine markets is indeed interesting. Much

may be learned from the policy followed by Germany, since 1882 the most aggressive rival in this field. Its operations may be studied under the following heads:

(1) Formation at home of export associations for these particular markets; also, the establishment of trade publications, similarly limited.

(2) Establishment of sample depots in commercial centers, such as Constantinople, Smyrna, Athens, Beirut, and Alexandria.

(3) Employment, on a large scale, of German commercial travelers.

(4) Organization of direct and regular steamship facilities, supported by special railroad rates at home.

(5) Encouragement of German emigration to the Levant, particularly of skilled labor, bankers, and merchants; also, of the employment of German capital in industrial and public undertakings (65 per cent of Constantinople's commission agents are German and the same proportion is generally maintained in other seaports).

(6) Liberality as to samples, credits, and consignments.

(7) Creation in Constantinople of a German chamber of commerce and commercial museum for the Levant.

I do not propose to enter into a detailed discussion of these tactics at this time; they are, besides, self-explanatory. I would only suggest, by way of comment, that the system adopted by the German exporters is considered a wise one in most respects, except as to the wide-open policy with reference to credit extensions. In this respect, they seem to have gone entirely too far and can hardly escape heavy losses.

It would now seem as if the Germans intended to occupy in the coasting trade of Turkey the place from which British shipowners some years ago allowed themselves to be ousted. The Deutsche Levante Linie has acquired for some \$500,000 the Courtji Steamship Company's whole fleet of 20 vessels. These vessels will continue, as hitherto, in the Turkish coasting trade. They will call at the smallest ports and pick up every package, no matter how insignificant, and will in this way act as invaluable feeders to the main line. Thus, for the first time, a fleet of German steamers under the German flag will carry on the Turkish coasting trade.

Also with loans to the Turkish Government do the Germans pave their way into these markets. At present, a large loan, subject to various conditions, is said to be ready to be granted simultaneously with the signature of the Bagdad Railway Convention. The German demands are reported to cover all sorts of privileges and monopolies, the navigation of rivers and ports, and rights for branch railway lines.

What effect the industrial, commercial, and agricultural depression in Germany, which is also spreading in Austria and elsewhere, will have on the Syrian markets remains to be seen. While German exporters may be anxious to withdraw moneys and credits from this field, it is also true that they have tremendous stocks of manufactured goods on hand and are under the painful necessity of turning such stocks into money on any terms obtainable.

RECAPITULATION.

As for the United States and its trade in the Levant, nothing is more needed than ships and commercial travelers. Such closer rela-

tions would essentially contribute to the solution of the difficult and important question of terms of payment.

I append trade reports from the consular agents at Damascus, Haifa, and Tripoli.

G. BIE RAVNDAL, *Consul*.

BEIRUT, *October 26, 1901.*

REPORT FROM CONSULAR AGENCY AT DAMASCUS.

Trade has not been satisfactory during the year, on account of the fluctuations of the stock market and the reported serious losses sustained by merchants at Beirut, which depressed business in Damascus.

CROPS.

The great deficit in the rainfall of last winter occasioned serious loss to the crops. Only about one-half of the normal yield of wheat, barley, and other kinds of grain was harvested. Prices of cereals went up for a time to \$1.22 per bushel for wheat and 67 cents for barley; they now stand at 92 and 42 cents, respectively. Cattle and sheep also suffered from the scarcity of water and pasture.

EXPORTS.

It is estimated that the total exports from Damascus amounted to about \$2,500,000, of which \$165,477 worth went to the United States. The latter figures compare with previous years as follows: 1897-98, \$118,188; 1898-99, \$134,217; 1899-1900, \$172,072. American tourists buy in small lots in Damascus considerable quantities of Oriental goods which do not figure in our invoice returns. Lately, there has been a new demand from America for hides and skins.

IMPORTS.

Three million five hundred thousand dollars are supposed to represent pretty accurately the total value of imports into Damascus. Of these, the United States furnishes only small quantities of sewing machines, watches, lamps, rubber shoes, phonographs, beer, cultivators, windmills, and wire nails. American farm implements would find a good market in this region if properly introduced.

DAMASCUS-MECCA RAILWAY.

Great energy is being displayed by the local authorities in the construction of the Mecca Railway. About 25 kilometers have been completed, from Mezerib to Daraa. The first through train on this section was run on September 1 last, which was the twenty-sixth anniversary of the Sultan's accession to the throne. Materials for the new line are being continually brought in via the Beirut-Damascus-Hauran Railway, at a reduction of 55 per cent of the usual freight tariff.

NASIF MESHAKA, *Consular Agent*.

DAMASCUS, *October, 1901.*

REPORT FROM CONSULAR AGENCY AT HAIFA.

Owing to scarcity of rain, the year has been a poor one. The olive crop was a complete failure, the oil pressed hardly meeting local demands. Cereals were of good quality, but only half a crop was harvested. In consequence, trade and industry suffered very considerably, and money has not been so scarce for twelve years past. The price of barley reached the highest figure on record.

IMPORTS FROM THE UNITED STATES.

Of a grand total of \$740,200, the imports from the United States to Haifa during the fiscal year ending June 30, 1901, amounted to \$2,421.

The bulk of these articles was agricultural implements, most of which were purchased by Jewish colonists, and some by native land-owners. The reapers and binders imported from the United States are considered superior to English and German manufactures of the same class.

Some American tools, such as saws, hammers, hatchets, chisels, etc., found their way to the Haifa market and are preferred to other makes.

A sample store at Haifa containing articles of American origin would create a local demand for such wares. Erect an up-to-date American irrigation windmill, as a sample, on one of the large estates in the adjoining plain of Esdraelon, and it would introduce this useful instrument, but natives will not buy unless they see a sample working before them.

Among the imports from other countries should be mentioned German petroleum motors for flour-grinding mills.

EXPORTS.

One million five hundred and five thousand and sixty-eight dollars represents the value of the year's exports from Haifa, consisting principally of wheat from Hauran, barley from the Jordan Valley, and sesame from the neighboring plains. Refined olive oil of a high order has been shipped to New York, which also took \$3,007 worth of castile soap. Native needlework and cotton lace found an increasing demand in the United States.

HAIFA-DAMASCUS RAILWAY.

This enterprise is at a standstill, the Turkish Government refusing to grant a new concession or to allow work under the present convention. The line, now complete to Beisan (36½ miles), as far as earth-works and bridges and culverts are concerned, is still kept in good order by the railway company, and it is hoped that the Turkish Government will allow it to be completed, or will build the line itself and connect it with the Damascus-Mecca line.

HEBREW COLONIES.

The area belonging to Jewish colonies has been largely increased since autumn, 1900. In the district of Tiberias, the Jewish Colonization

Association, with headquarters in London and Paris, purchased several villages and thousands of acres of good arable land, covered with volcanic soil, on the heights bordering Lake Tiberias and the Jordan River. A Jewish colony is being built at Shesharah, in a healthy country north of Mount Tabor, and is doing well. Roads are being improved by the Jewish colonists; the soil is properly drained and cultivated, and modern agricultural implements are employed. Unless the extension of these colonies is hampered, they will improve Galilee considerably and increase its commercial prosperity.

RUSSIAN EFFORTS IN GALILEE.

At Nazareth, the Russian Imperial Society of Palestine is building a very large hospice for pilgrims. Said society maintains a number of schools, well managed and equipped—in the towns and villages of Galilee, in the districts of Acca, Nazareth, Haifa, and Tiberias—in which the Russian and Arabic languages are taught, as well as history, geography, and mathematics.

AMERICAN COLONY AT HAIFA.

The American colony is steadily improving. The area of land belonging to it has not been much increased, but trade and the culture of wine (Carmel claret) show decided progress. The number of American citizens residing at Haifa is 71; that of German subjects, 446. The colony is usually referred to as German, but the American end of it is strong and patriotic. It has had a marked influence on the agricultural and commercial development of Haifa since its inception in 1869. The leading firms of Haifa are members of the colony, which consists of 365 members of the Temple Society, a Protestant organization incorporated in the United States (headquarters in Buffalo, N. Y.) and in Germany, and of 152 Protestants of the German Evangelical Church.

GOTTLIEB SCHUMACHER,
Consular Agent.

HAIFA, *October, 1901.*

REPORT FROM CONSULAR AGENCY AT TRIPOLI.

The campaign of education in the way of exploiting the superior quality of goods manufactured in the United States has been strenuously kept up by this agency during the past year, and although there is in this part of Syria a conservatism difficult to understand or overcome, the results of these efforts are appreciable. This agency has also received a number of trade journals and many catalogues which have been placed in the hands of reliable merchants, and it is hoped the future will bring substantial orders.

NATIVE PREJUDICES.

I beg to mention one instance as an illustration of the caution and lack of confidence in new things manifested by Syrians.

Last spring, in conversation with one of the largest land owners at

Hamath, North Syria, it was learned that it cost from 40 to 55 per cent of its value to harvest the grain crop, and that, when ready for exportation, the grain must be sold under the stipulation that it does not contain more than 3 per cent dirt. The latter condition often involves extra expense. In all that vast region, there is not a single modern agricultural implement, and crops are harvested as they were in the days of the prophets. I thought here was a man of unusual intelligence, with wealth and in position to try some of our American harvesters; once tried, they would soon come into common use. I had him look over a number of different catalogues. I spent in all thirty-five hours discussing the merits of the various instruments. It resulted in an order, at cost, for a reaper, a thresher, a horsepower, a fanning mill, a feed cutter, and a windmill. Letters were written to the different United States manufacturers and detailed directions given as to the freights, etc. When all was complete, money was asked for to pay for the machinery ordered. He replied: "I am sorry I have not the money now, but I am going to Hamath to-morrow and I will send you a draft for the amount." From that day to this, I have received no word from him.

MACHINERY.

However, I am not discouraged, and feel confident that, with the advent of railroads and returned emigrants with money to invest and a knowledge of Occidental methods, there will be a demand for American machinery.

The first flouring mill on modern lines has recently been erected in Tripoli. In this city, there are nine mills of the rudest kind: Primitive water wheels, undressed basalt millstones, product sifted by hand. The flour is of inferior quality, and a mill on the most improved lines is a novelty. This mill has two break rollers and a 15-horsepower engine from England, two smooth rollers from Switzerland, a pump from Germany, silk bolting cloth from France, zinc buckets and belting from Belgium, grain rasher and semoline separator from Smyrna, lumber from Russia, and wire nails from the United States.

RAILROAD OPERATIONS.

Modern improvements have awakened the people of Homs from their long sleep. Probably there has not been so much excitement in that ancient city since Khaled Ibn Waled, with the hosts of Islam, in the year A. D. 636, demanded the surrender of the place. In July, the contractors began the building of a railroad, which is to connect Homs with Hamath, Damascus, and Beirut. The road is backed by French capital, and is to be completed in fourteen months.

EMIGRATION TO THE UNITED STATES.

There seems to be no abatement in the emigration to the United States. Three thousand four hundred and two persons left this port during the past year. Twenty-seven naturalized citizens returned during the same period. There are 93 such citizens now registered at this agency. Local bankers inform us that \$268,000 has been

received from emigrants in America, and to this sum should be added thousands of dollars brought by the returning emigrants themselves. Strange to say, at least two-thirds of the people who leave this place for the United States are females, many of them married, who leave their husbands and children here. They start off with the express purpose of earning money and then returning. After a careful investigation, it is estimated that over 7,000 buildings, costing from \$1,000 to \$7,000 each, have been built in towns and villages of this district with American money. Without doubt, over three-fourths of all emigrants return. They have no idea of permanent residence abroad. Their poverty, low wages, etc., here, and the reports of golden opportunities in the west, excite their cupidity; but their love for their home land proves too strong to keep them abroad when their object has been accomplished.

CROP CONDITIONS.

Owing to the diminished rainfall (27.43 inches against an average of 36), the barley and olive crops are a total failure. Large quantities of olive oil must be imported or the manufacture of soap must be abandoned. The silk crop is better than last year, and prices also.

There has been a considerable increase in the acreage of potatoes. This vegetable was introduced into the country in 1839 by an American, but it was not until about ten years ago that it was planted extensively and then only in the cooler parts of Mount Lebanon, from 3,000 to 4,500 feet above the sea. The crop is always a good one, owing to irrigation, except when the peasants carelessly allow the seed to run out, in which case it is renewed from France.

Owing to the increased import duty on oranges and lemons at Russian ports, there was a considerable loss on last winter's crop. This year, the crop is seeking a market in Germany, Austria, and England.

LUMBER AND COAL.

From Turkish sources, the lumber is becoming scarcer each year, which necessitates increased importations from abroad.

For coal, there is an increased demand; that imported is a mixture of slack and coal tar, in blocks weighing about 5 pounds, and costs, delivered in Tripoli, \$9 per ton.

ROADS.

There is a tramway from the port to the city proper, a distance of 2½ miles, capitalized at \$44,400, divided into 2,000 shares. These shares are now sold at a premium of \$13.50. A dividend of 8 per cent was declared last year. The road owns 6 tram and 6 freight cars and 30 animals, and gives employment to 16 persons.

The diligence road from Tripoli to Homs and Hamath, 131 kilometers long, has a capital of \$155,400, divided into 7,000 shares, which sell at a premium of \$22. The profits last year were 25 per cent. There are 6 passenger coaches, 74 freight wagons, 330 animals, and 225 employees. The greatest source of income is from the fares for loaded camels, each camel being charged at the rate of 20 cents for the whole distance.

BARS TO TRADE.

In pushing trade between this port and the United States, it must be borne in mind that there are peculiar conditions to be studied and met. The people have no special regard for the United States, and there is no patriotic sentiment to induce them to place their orders 7,000 miles away when they can get goods from nearer points. Price, quality, and confidence rule here as elsewhere.

I used my best endeavors with one of the most prominent local merchants to induce him to place a large order for a standard article with a United States manufacturer. The American firm replied, demanding that payment be made, in dollars, by a bank in New York City. The order went to Germany, because it was an utter impossibility to purchase at this port drafts other than on Paris or London.

As means of increasing our trade in this district, I would suggest personal solicitation, displaying samples, cheaper and quicker transit, and settlement by draft on London or Paris. I have yet to note a disagreement as to price; the prices compare favorably with those of Europe.

IRA HARRIS, *Consular Agent.*

TRIPOLI, *October, 1901.*

Imports at Beirut for the year ended June 30, 1901.

Description.	Quantity (reduced to American measure- ment).	Value entered (reduced to American dollars).	Amount of duties.	Countries whence imported.
			<i>Per cent.</i>	
Caps.....		\$121,600	8	Austria, Germany.
Clocks and jewelry.....		46,200	8	Switzerland, France, Belgium.
Cloth and clothing.....		100,000	8	Germany, England, Italy.
Coal, patent fuel..... tons.	24,606	216,500	8	England.
Coffee..... pounds.	1,664,510	172,800	8	Arabia, England, France.
Copper and brass..... do.	323,000	68,700	8	France, England, Austria, India.
Cotton goods and woollens.....		3,519,600	8	England, France, Germany, Austria.
Drugs and groceries.....		187,000	8	Europe, United States.
Glass and china ware.....		100,000	8	England, France, Austria, Germany, Belgium.
Hardware.....		150,000	8	Europe, United States.
Indigo..... pounds.	101,200	85,000	8	Ireland.
Iron and steel..... do.	3,265,570	81,000	8	Belgium, England, Sweden.
Leather.....		210,000	8	France, Russia, Germany, United States.
Petroleum..... cases.	275,774	325,000	8	Russia.
Rice..... pounds.	10,063,400	285,500	8	England, Italy, Egypt, Japan.
Silk goods.....		220,000	8	France, Italy.
Spirits, wine, and beer.....		72,000	8	Germany, France, England, United States.
Stationery.....		100,000	8	Austria, France, Italy.
Sugar..... pounds.	10,013,800	238,000	8	France, Austria, Egypt.
Timber.....		85,700	8	Austria, Anatolia.
Yarn and thread..... pounds.	169,730	280,700	8	England, Germany, Italy.
Miscellaneous.....		1,854,700	8	Various countries.
Total.....		8,500,000	.....

Exports from Beirut for the year ended June 30, 1901.

Description.	Quantity (reduced to American measure- ment).	Value, including costs and charges (re- duced to American dollars).	Countries whither exported.
Apricots pounds..	502,320	\$36,800	Europe, Turkey.
Barley do....	6,440,000	69,800	Arabia, Europe.
Bitumen do....	221,980	8,400	United States, Europe.
Cocoons do....	133,210	115,000	France, Italy.
Curiosities.....		20,400	Europe, United States.
Dried fruits..... pounds..	2,226,148	78,000	Egypt, France.
Hides and skins.....		43,800	France, England.
Licorice root..... pounds..	1,881,600	37,000	United States.
Olive oil do....	340,900	30,900	England, Egypt.
Silk thread do....	385,180	3,069,300	France, Italy.
Silk and cotton mixed.....		135,000	Turkey, Egypt.
Soap pounds..	282,260	17,800	Egypt.
Tobacco do....	359,700	27,300	Do.
Waste silk.....		59,400	France, Italy.
Wool..... pounds..	1,799,500	171,700	United States.
Woolen and cotton stuffs..... bales..	800	66,100	England, Egypt.
Miscellaneous.....		260,000	Various countries.
Total		4,246,700	

Trade with the United States for the year ended June 30, 1901.

Articles.	Imports.	Exports.	Articles.	Imports.	Exports.
Beer.....	\$7,400.00		Olive oil.....		\$187.33
Books.....	2,872.71	\$255.84	Oriental sundries.....		6,628.81
Bicycles.....	140.00		Paint.....	\$511.52	
Carriages.....	201.25		Photographs.....	8,850.00	
Clothing.....	1,023.24		Photographic articles.....	97.40	
Copper matrices.....		302.90	Provisions.....		3,294.40
Cotton goods.....	300.00		Pumps.....	300.00	
Cotton lace.....		33,983.67	Rugs.....		2,287.85
Drugs.....	97.20		Sewing machines.....	45,000.00	
Flour.....	260.00		Shoes.....	750.20	
Furniture.....	2,393.45		Stationery supplies.....	325.94	
Glassware.....	50.78		Surgical instruments.....	74.23	
Groceries.....	1,840.83		Tombac.....		1,365.54
Hardware.....	5,885.54		Toys.....	71.61	
Harness and saddlery.....	168.75		Typewriters.....	75.00	
Iron beams.....	3,260.87		Watches and jewelry.....	1,755.25	
Licorice root.....		37,023.60	Wire nails.....	74,669.00	
Liquors.....		198.08	Wool.....		50,803.29
Leather.....	2,150.00		Miscellaneous.....	508.00	
Lumber.....	879.30				
Musical instruments.....	124.50		Total	101,323.57	136,381.81

*Exports *from Damascus to the United States for the year ended June 30, 1901.*

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Arms.....cases..	4	\$583.20	Provisions {barrels.....	6	\$3,887.70
Brass and copper work.....cases..	33	3,968.00	{packages.....	74	
Jewelry.....cases..	1	38.00	{bags.....	13	
Lace or needle work.....cases..	5	1,254.75	Rugs.....cases..	8	12,014.50
Manufactured silk, cotton and woolen goods, cases.....	33	23,005.50	{bales.....	20	
Oriental goods.....cases..	38	26,109.30	Sundry goods.....cases..	1	222.00
			{bale.....	1	
			Woodwork.....cases..	34	4,410.00
			Wool.....bales.....	385	89,983.81
			Total		165,476.75

*Imports were nil.

Imports at Haifa for the year ended June 30, 1902.

Description.	Quantity (reduced to American measure- ment).	Value en- tered (re- duced to American dollars).	Amount of duties, (8 per cent).	Countries whence imported.
	<i>Pounds.</i>			
Coffee.....	270,000	* 37,800	\$3,024	France, Hejjas (Mecca).
Dry goods and hardware.....		291,000	23,280	United States, Germany, England.
Lumber.....		72,000	5,760	Hamburg, Greece, Trieste, Rou- mania.
Rice.....	* 900,000	27,000	2,160	India, Geneva (Italy).
Sugar.....	* 1,020,000	40,800	3,264	Austria, France.
Tiles for roofing and flooring.....		196,000	15,680	France, Italy.
Machinery, steam-grinding threshing, mills, agricultural implements, petroleum motors.		68,600	5,088	England, United States, Germany, France, Alexandria (Egypt).
Various other articles (as flour, salt fish, canned goods).		12,000	960	France, Asia Minor, Greece, Eng- land, Russia.
Total.....		740,200	59,216	

* Estimated.

Exports from Acca and Haifa, Syria, for the year ended June 30, 1901.

Description.	Quantity (reduced to American measure- ment).	Value, in- cluding costs and charges (reduced to American dollars).	Countries whither exported.
	<i>Pounds.</i>		
Barley.....	960,000	\$3,600.00	Egypt, Greece.
Beans.....	680,000	9,450.00	France.
Dunah, white maize.....	8,200,000	78,800.00	Do.
Oil, olive:			
Refined.....	* 728	849.05	United States.
Not refined.....	2,905,000	208,350.00	France, United States.
Peas.....	210,000	2,100.00	France.
Sesamy.....	360,000	12,600.00	Do.
Soap, white castile.....	30,006½	2,584.12	United States.
Wheat, from Hauran, etc.....	97,200,000	1,166,400.00	France, Italy, Turkey.
Wine, Carmel claret and Zicron claret.....	* 56,900	22,760.00	Egypt, Germany.
Wool, sheep.....	21,000	1,575.00	France.
Total.....		1,506,068.17	

* Gallons.

Imports and exports between Haifa, Syria, and the United States for the year ended June 30 1901.

Articles.	Imports.		Exports.	
	Quantity.	Value.	Quantity.	Value.
Antiquities.....				\$47.00
Brandy.....				26.70
Canned goods.....		\$96.00		
Dry goods.....		256.00		
Hardware.....		463.00		
Laces.....				118.76
Machinery, agricultural implements, parts of vehi- cles.....		1,606.00		
Olive oil:				
Refined..... gallons..			728	828.07
Not refined..... do.....			1,080	716.60
Olives, pickled..... pounds..			10,602	201.70
Soap, white castile..... do.....			84,988½	3,007.20
Sundries, samples.....				117.50
Total.....		2,421.00		5,068.58

Imports at Tripoli for the year ended June 30, 1901.

Description.	Quantity (reduced to American measure- ment).	Value en- tered (re- duced to American dollars).	Amount of duties.	Countries whence imported.
			<i>Per cent.</i>	
Sugar.....tons..	974	\$73,000	8	Russia, France, Austria.
Coffee.....do..	65	19,500	8	Austria, England.
Petroleum.....cases..	61,000	78,500	8	Russia.
Rice.....tons..	1,000	65,000	8	Egypt, Burma, Italy.
Salt.....do..	3,500	62,500	8	Asia Minor, Cyprus.
Cotton threads.....bales..	6,700	360,000	8	Austria, England.
Hides and leather.....pieces..	12,000	150,000	8	China, India, France.
Hardware and ironmongery, tons.	900	62,500	8	Germany, England, United States.
Dry goods.....		225,000	8	England, Germany.
Paper and stationery.....		30,000	8	Austria, Germany.
Sundries.....		465,000	8	
Total.....		1,556,000		

Exports from Tripoli for the year ended June 30, 1901.

Description.	Quantity (reduced to American measure- ment).	Value, in- cluding costs and charges (reduced to American dollars).	Countries whither exported.
Barley.....tons..	33,000	\$1,125,000	England, France.
Wheat, lentils, beans, etc.....do..	850	60,000	England, France, Egypt.
Lemons and oranges.....cases..	210,000	250,000	Russia, Germany, England, Egypt.
Soap.....tons..	475	75,000	Egypt.
Silk threads and waste silk.....do..	85	850,000	France.
Dried cocoons.....do..	95	225,000	Do.
Wool.....bales..	4,900	189,500	Germany, England, United States.
Skins.....pieces..	35,000	50,000	France, Germany.
Licorice root.....		15,000	Alexandretta to United States.
Sponges.....		60,000	France, United States.
Sundries.....		30,000	
Total.....		3,038,500	

Imports and exports between Tripoli and the United States for the year ended June 30, 1901.

Articles.	Imports.	Exports.
Bicycles.....	\$250.00	.....
Hardware, including wire nails.....	380.00	.....
Leather.....	750.00	.....
Pumps.....	1,575.00	.....
Sundries.....	1,487.00	.....
Cotton lace.....		\$209.10
Oriental goods.....		4,885.70
Provisions.....		1,369.79
Sponges.....		5,364.22
Wool.....		20,580.80
Total.....	7,862.00	102,419.61

ERZERUM.

The commercial and industrial conditions existing in Erzerum are the same as those of last year.

There is no reason why we should not have the largest share of trade in this market. American goods have a high reputation all over Tur-

key for their durability and perfection. To extend our commerce, we should have an office in Constantinople with full lines of American products, and four branches, one in Beirut, one in Salonica, one in Smyrna, and one in Trebizond. Such establishments will prove very beneficial for the introduction of our products.

Sample rooms and commission agents are good, but it is too late now for such methods. Orders are very seldom given in Turkey; people think of what they need in the evening and want to buy it in the morning, after having examined it five times. In view of European competition, we should not waste time, but take up this matter at once.

The imports and exports of Erzerum for the six months ended June 30, 1901, differ not materially from those of previous years.

The total imports were \$1,365,540, of which England sold \$359,354 worth of calico, prints, linen, muslin, handkerchiefs, tea, cotton yarn, and other cotton goods; France sold \$119,798 worth of coffee, sugar, silk goods, soap, and other articles; Germany sold \$219,196 worth of woollen goods, lamps, cutlery, furniture, jewelry, and plated ware; Belgium sold \$106,895 worth of cotton goods, cloth, paper, cotton yarn, and other articles; Italy sold \$152,779 worth of cigarette paper, spirits, wine, drugs, matches, leather, etc.; Austria sold \$80,794 of glassware, cloth, furniture, woollen goods, woollen yarn, etc.; the United States sold \$8,961 worth of lamps, camping beds, steam cookers, cloth remnants, and sewing machines; Russia sold \$146,969 of petroleum, horses, prints, rubber shoes, spirits, etc.; and Persia sold \$170,794 worth of rugs, wool, silk goods, Persian tobacco, etc. The export to Europe amounted to \$189,664, consisting mainly of furs (\$59,398) to Russia, hides (\$44,974) to France, linseed (\$11,000) to France, and walnut wood (\$56,900) to France. The export to Turkish provinces amounted to \$695,402, and was composed of dried beef, cattle, horses, wheat, etc.

EMIGRATION.

About two hundred families have left this country since January, 1901. Fifty of them were able to go to the United States, and the others went to Russia. All would have gone to the United States were it not for the necessity of having some cash in their possession, and for the restriction on account of infectious disease. The latter is not considered of much importance, as they get through nevertheless; some who have visible diseases, I am told, enter the United States through Canada. It would be a good thing to have a rule requiring a bill of health, viséed by the consuls, for immigrants entering the United States. This would protect the country from infection.

UNITED STATES VERSUS FOREIGN GOODS.

Some American goods find their way to Erzerum, but their consumption is slow, owing to the cost.

The goods which should in future meet with recognition are: Stoves, lamps, watches, sewing machines, cotton cloth, clocks, wire nails, leather, carriages, wheels, and hand tools.

Carriages are imported exclusively from Russia, and this article is gaining ground. Russian carriages are made strong enough to resist the rough roads of this country, and their cost is from \$200 to \$250 delivered at the frontier.

Petroleum automobiles, strongly made, can be introduced if they cost only \$300 or \$400, four seats. The ox cart, which was the favorite means of traveling for the people here, is now almost neglected, and the carriage is taking its place.

AGRICULTURE.

It is becoming evident that a change will have to be made in the methods of cultivating, harvesting, and preparing the grain for the market. This will open the field for agricultural machinery of a light but durable kind.

Mr. Vanetzian, Dervish Effendi, Bogos Djivanian, and Mr. Mkridis are the only merchants dealing in such goods here; but they never give orders for their own account, as French, Italian, and German manufacturers send them goods in consignment.

NOTES.

The coal mines have been granted to the municipality. About 100 tons of coal have been taken from the mines this year, some 10 tons of which were sold in the market and the balance kept for the use of the authorities.

The municipal director assures me that next season, he will be able to obtain enough coal to supply the market. No price has yet been fixed, but it is believed that this will be low.

The introduction of coal will open a good market for our stoves, but I must note that merchants will not order unless they receive the credit to which they are accustomed—from 4 to 6 months from the date of delivery of bill of lading.

No merchants here are able to give bank references, as they have no business with bankers. Their remittances are through their agents at Constantinople, who buy notes of exchange on London, etc., and forward them to creditors abroad. No bank exists in Erzerum.

VITAL OJALVO, *Vice-Consul.*

ERZERUM, *October 16, 1901.*

HARPUT.

The United States consulate at Harput was opened on January 1, 1901. The two vilayets, or provinces, of Mamouret ul Aziz and Diarbekir compose the consular district. As is the case with other inland provinces, exact statistics are difficult to obtain. The two provinces are chiefly pastoral and agricultural. An extensive commercial exchange of the products of the herds and of the soil for the wares of Europe and America is severely handicapped by the cost of transportation to the seaboard. Manufacture is but slightly developed. Most of the necessary conditions are present—cheap raw material, cheap labor, abundant water power, and extensive coal deposits. Permission to exploit the coal mines has thus far never been granted by the Government. The necessary degree of security is likewise lacking, to warrant capital in erecting manufacturing plants away from the protection afforded by large centers of population. A water power equal, probably, to that of all New England is therefore allowed to go to waste.

GENERAL COMMERCE.

During the past few years, there has been a widespread, constantly increasing, and most deplorable retrograde movement in the commerce of this region. Stagnation exists in nearly every branch. This is due to the unfortunate restrictions placed upon the movements of merchants. It is with great difficulty, and as a favor, that an Armenian trader receives a permit to go outside of his province, and journeys to the capital are practically prohibited. While Armenians form but one-sixth of the population, the bulk of the commerce is in their hands. The effect of such restrictions can readily be imagined.

CROPS.

The barley crop of 1901 has been exceptionally good. The wheat crop has been an average one. The yield of the vineyards has been far below the average. The conditions of cattle raising have been quite favorable.

FUEL.

Throughout this district, the forests are disappearing rapidly. No effort is made to replace them. The price of wood for fuel continually rises. At Harput, it now costs \$18.80 per ton of 2,240 pounds. The valuable coal deposits remain untouched, franchises for their working being rigidly withheld. In the villages, briquettes of sun-dried dung still form, as in the past, the chief combustible.

SECURITY.

Public security has been seriously affected during the past year by warfare between the Kurds and Arabs in the southern part of the vilayet of Diarbekir and by intertribal feuds among the Kurdish clans of the northern and southern parts of Mamouret ul Aziz.

CONSULAR CORPS.

France maintains a vice-consulate at Diarbekir. Great Britain also maintains a vice-consulate at that city. The vice-consul resides at Harput during the summer and autumn. The duties of these officers are more political than commercial. Russia has followed the example of the United States in establishing a full consulate at Harput. The consul has been appointed, but has not yet occupied his post.

CURRENCY AND BANKING.

There is no paper money. Commercial transactions are based upon the Turkish lira or pound of 100 piasters gold (= \$4.40), or more frequently upon the silver piaster (= 4.074 cents). The Turkish lira of gold is valued at 108 piasters in silver. One dollar is worth 22.7273 piasters gold, or 24.545 piasters silver. The English pound is received at 109.25 to 109.50 piasters gold. The French 20-franc piece is accepted at 87 piasters gold. Foreign checks are usually upon London. Bankers sell them at 110.25 piasters gold per pound sterling, and buy them at 110 piasters during the current month. During the year, there are

slight fluctuations in the quotations. No banks or branches of banking houses have yet been established at Diarbekir or Harput. There are, however, many money changers and small bankers who buy and sell checks upon Constantinople and London. At Harput, there is an agent of the American Express Company who does an extensive business. Remittances of money from the United States amount to about \$250,000 per annum, and the sum has reached \$500,000 during recent years. The ordinary rate of interest here is about 12 per cent. Traders, in dealing with Constantinople and other wholesale centers, usually remit one-half of the value of merchandise with the order and give notes for three or four months for the remaining half.

There are no charges for licenses for merchants or commercial travelers.

TRADE CONDITIONS IN THE VILAYET OF DIARBEKIR.

AGRICULTURAL.

The crops of 1900 and 1901 were abundant. The same was, however, true of adjoining regions, so that there was but little demand for the excess of grain in the customary markets, and the price, in consequence, has been extremely low.

Conditions have been favorable for sheep rearing and cattle raising, the most important occupation of the vilayet.

MINING.

The deposits of lead and silver, of sulphur and of coal, which are fairly abundant in different parts of the vilayet, remain unworked. The richest copper mine in Turkey, that of Arghana Maden, halfway between Diarbekir and Harput, is, however, actively worked and the output increases steadily. Six hundred persons are employed in the extraction of the ore and in the smelting operations. Despite the growing cost of wood, the only combustible available, the net cost of production is less than 3 cents per pound. This is the price paid by the representative of the Government, which reserves the sole right of purchase. Transportation to the seaport of Alexandretta costs about 1½ cents per pound. There is evidently a wide margin of profit on the sales of the metal, which are estimated to exceed 13,000,000 pounds annually. The entire product is purchased by Austria and Germany. Both the mining and the smelting are carried on in an exceedingly primitive manner. The ore is so rich, containing about 30 per cent of metallic copper, that were it under thoroughly scientific and competent direction, it would become one of the most valuable properties in the Empire.

SILK.

Sericulture was introduced a few years since. The production has steadily increased, and it promises to become an important industrial factor in the vilayet. The raw silk is either woven in the vilayet or sold in the neighboring vilayets. The silk factories lately started are flourishing and doing a profitable business.

COTTON FABRICS.

For some years past, there has been a considerable consumption of yarn from Europe, which is used in the weaving of the so-called "manussa" cotton cloth. This industry is gradually decreasing, it being difficult to compete with the cottons of Europe.

TRANSPORTATION.

A wagon road leads from the city of Diarbekir to Samsoun. The bulk of the traffic is, however, by camel or horse pack trains, and requires an average of one hundred and forty-four hours of actual travel. The bridle path to Alexandretta on the Mediterranean requires some one hundred and eight hours of travel. Most of the traffic is by this route. Freight rates are usually 1.9 cents per pound by the former route and 1.4 cents per pound by the latter. A certain amount of freight, chiefly grain, is sent to Mosul, Bagdad, and other towns on the Tigris by "keleks," rafts composed of inflated sheepskins. These are quite buoyant and carry heavy loads, which are floated to their destinations. Thence, the light packets of skins are transported by animals to the ports of origin.

STATISTICS.

The population of the vilayet is 471,000, of whom about 335,000 are Moslems and the remainder chiefly Christians. The area of the vilayet is 18,074 square miles, giving a distribution of 26 people to the square mile. The financial condition of the vilayet for the past year was as follows:

Revenue:	
Tithes	\$353, 680
Sheep tax.....	176, 590
Military exemption tax.....	71, 020
Customs dues	44, 270
Other sources	283, 140
Total	<u>928, 700</u>
Expenditure:	
Contribution to Fourth Army Corps.....	285, 620
Local expenditure.....	243, 250
Contribution to ministry of war	111, 890
Contribution to ministry of finance	68, 110
Contribution to ministry of marine	31, 130
Contribution to ministry of civil list	21, 890
Local military and police	132, 810
Total	<u>874, 700</u>

COMMERCE.

The merchants of Diarbekir purchase almost exclusively from wholesale houses at Constantinople, Aleppo, and Beirut. There are practically no direct dealings with manufacturers in any country. The same condition of affairs exists with regard to exportations, nearly all transactions being done through commission agents.

The following are the approximate figures for the imports and exports of the vilayet:

Imports into the vilayet of Diarbekir during the year 1900.

Articles.	Quantity.	Value.	Country or place of origin.
From foreign countries:			
Calicoes.....pounds..	900,000	\$243,250	United Kingdom.
Yarns.....do.....	900,000	221,350	United Kingdom, four-fifths; Adana, one-fifth.
Hardware.....		133,790	France, Germany, Austria.
Prints.....yards..	866,660	68,590	United Kingdom.
Woolen goods.....		66,650	France, Germany, Austria.
Petroleum.....cases..	30,000	66,650	Russia.
Iron.....pounds..	933,340	44,270	Sweden, United Kingdom.
Linen.....yards..	550,000	44,270	Germany.
Sugar.....pounds..	840,000	44,270	France, Russia, Austria.
Coffee.....do.....	280,000	39,890	France.
Leather.....		35,510	France, Germany, Austria.
Cotton handkerchiefs.....number..	333,400	26,750	United Kingdom, one-fourth; Tokat, one-half; Constantinople, one-fourth.
Sacks.....pounds..	280,000	22,370	United Kingdom.
Buffalo hides.....		22,370	India, China.
Fezes.....number..	80,000	22,370	Austria.
Dyes.....pounds..	126,000	19,940	Germany.
Paper.....		19,940	France, Germany, Austria.
Indigo.....pounds..	8,400	13,620	India.
Carpets.....number..	800	8,750	Persia.
Sheet copper.....pounds..	37,330	8,750	United Kingdom.
Sewing machines.....number..	76	2,150	United States.
Other articles.....		121,620	
Total.....		1,297,110	
From other provinces:			
Soap.....pounds..	840,000	\$66,650	Aleppo.
Salt.....do.....	2,100,000	44,272	Saïrd (vilayet of Bitlis).
Raw cotton.....do.....	224,000	18,000	Mamouret ul Aziz.
Rope, cord, twine.....do.....	168,000	13,130	Aleppo.
Dates.....do.....	168,000	5,350	Bagdad.
Total.....		147,402	
Total imports.....		1,444,512	

Exports from the vilayet of Diarbekir during the year 1900.

Articles.	Quantity.	Value.	Destination.
(a) To foreign countries:			
Wool.....pounds..	2,240,000	\$221,350	United States, one-half; United Kingdom, one-fourth; France, one-fourth.
Copper.....do.....	13,000,000	390,000	Germany, Austria.
Valonia.....do.....	1,540,000	110,920	United Kingdom, France.
Goatskins and sheepskins.....number..	180,000	83,540	France, four-fifths.
Mohair.....pounds..	864,000	75,400	United Kingdom.
Furs.....number..	35,000	22,370	Russia, chiefly; France.
Almonds.....pounds..	56,000	11,190	Egypt, France.
Gums.....do.....	182,000	6,810	France.
Leather, pieces.....number..	20,000	6,810	United States.
Sausage casings.....do.....	150,000	6,810	Austria, United States.
Horses.....		6,810	India.
Mahlamb (dried cherries).....pounds..	168,000	5,350	France, Egypt.
Cocoons.....do.....	28,000	2,670	France.
Beeswax.....		2,190	Do.
Total to foreign countries.....		967,220	
(b) To other provinces:			
Sheep.....number..	130,000	331,790	Syria, Harput.
Butter.....pounds..	1,120,000	114,810	Syria, Constantinople.
Silk.....do.....	83,600	83,540	Aleppo, Harput, Van.
Rice.....do.....	1,960,000	53,510	Erzinjan, Aleppo, Erzerum, Harput.
Grain.....do.....	2,800,000	26,750	Mosul.
"Manussa" cotton cloth.....pieces..	50,000	22,370	Saïrd (Bitlis), Van.
Timber.....		13,620	Mosul.
Dried fruits.....pounds..	336,000	11,180	Erzerum, Mosul, Bagdad.
Wines and spirits.....do.....	84,000	6,810	Mosul, Bagdad, Aleppo.
Cattle.....number..	4,000	5,350	Harput, Syria.
Tobacco.....pounds..	56,000	3,890	

Exports from the vilayet of Diarbekir during the year 1900—Continued.

Articles.	Quantity.	Value.	Destination.
(b) To other provinces—Continued.			
Pulse.....pounds..	280,000	\$3,400	Mosul.
Mules.....		3,400	Bitlis, Van, Aleppo.
Salt.....		1,000	Harpüt.
Olive oil.....		3,400	Baghdad, Erzerum.
Total to other provinces.....		689,820	
Total exports.....		1,647,040	

The following tables show the fluctuations of the trade of the vilayet during the past three years:

Principal articles of import into the vilayet of Diarbekir during the years 1898–1900.

Articles.	Value.		
	1898.	1899.	1900.
Calicoes	\$221,350	\$221,350	\$243,250
Yarns.....	243,250	243,250	221,350
Hardware	97,300	111,890	133,780
Prints.....	63,240	58,380	68,590
Woolen goods.....	66,650	66,650	66,650
Petroleum.....	44,270	53,510	66,650
Soap.....	53,510	53,510	66,650
Iron.....	35,510	44,270	44,270
Linen.....	44,270	44,270	44,270
Sugar.....	37,940	44,270	44,270
Salt.....	44,270	44,270	44,272
Coffee.....	35,510	35,510	39,890
Leather.....	81,130	35,510	35,510
Cotton handkerchiefs.....	18,000	13,620	26,750
Sacks.....	35,510	26,750	22,370
Fezzes.....	13,620	18,000	22,370
Buffalo hides.....	22,370	18,000	22,370
Sheet copper.....	18,000	18,000	8,750
Total	1,125,700	1,151,010	1,222,012

Principal articles of export from the vilayet of Diarbekir during the years 1898–1900.

Articles.	Value.		
	1898.	1899.	1900.
Sheep	\$267,570	\$267,030	\$331,790
Wool.....	204,830	221,350	221,350
Copper.....	72,970	114,810	390,000
Butter.....	88,540	124,050	114,810
Valonia.....	18,000	53,510	110,920
Goatskins and sheepskins.....	66,650	88,540	88,540
Silk.....	66,650	88,540	88,540
Mohair.....	66,650	75,400	75,400
Rice.....	53,510	53,510	53,510
Grain.....	398,980	180,000	26,750
"Manussa" cotton cloth.....	19,940	19,940	22,370
Furs.....	13,130	18,000	22,370
Timber.....	26,750	18,000	13,620
Almonds.....	18,000	26,750	11,130
Total	1,381,620	1,369,480	1,571,160

The part of the United States in the commerce of Diarbekir is chiefly confined to receiving a large share of the wool, sausage casings (sheep's intestines), and leather. During the past few months, the Singer sewing machines have been introduced, with signal success. Some 76 machines have been sold at Diarbekir, valued at \$2,310. Other articles of American origin have not yet been introduced.

TRADE CONDITIONS IN THE VILAYET OF MAMOURET-UL-AZIZ.

AGRICULTURE.

The crops of 1900 were abundant, and those of 1901 even more so. The quality of the barley this year is excellent; that of the wheat is, however, decidedly below the normal. Barley sells this autumn at 20 piasters per kileh of 50 okes (i. e., 27 cents per bushel of 48 pounds). Wheat sells at 42 piasters per kileh of 60 okes (i. e., 60½ cents per bushel of 60 pounds). No other cereals are grown here. The average yield of wheat is 8 to 1. Occasionally, it rises to 12 to 1. The crop of cereals, as a rule, is insufficient for the needs of the vilayet, and a small amount is imported. The grape crop has been a decided failure, amounting to about one-quarter of the average yield of the vineyards. The price of wine is about double the ordinary rate. The best quality now sells at 2 piasters the oke, or 23 cents per gallon. Conditions have been favorable for sheep raising, and the price of sheep has ranged very low. The available pasturage is, however, insufficient for the needs of the vilayet.

MINING.

None of the valuable coal deposits in the vilayet are exploited. The rich mine of argentiferous galena at Keban Maden has not been worked for over twenty-five years, on account of the lack of combustible and the expense of transportation.

SILK.

The production of raw silk steadily increases, and there are two flourishing silk factories at Harput and Mezreh, employing a large number of operatives. Hand power is chiefly used for running the looms, although small engines are employed to a slight extent in connection with the manufacture. The products are highly esteemed in oriental markets, but have not yet found their way to America.

COTTON.

Factories at Egin and Arabkir produce annually about 16,000 pieces of "manussa" cotton cloth, each piece being 8½ yards in length. The prices range from 25 cents to \$1 per piece. About 20,000 pieces of plain white cotton, costing from 32 to 60 cents per piece, are also produced in the vilayet. Sufficient cotton fabrics are produced to allow of a slight exportation after meeting local demands. The cotton industry is, however, on the wane. It is difficult to compete with the products of English, German, and French looms. During the present year, white cotton—Cabot—from the United States has been introduced, and met with marked success. By reason of its superior quality and lower price, it promises to displace completely the English product which has hitherto held the market. It sells at 7½ cents per yard, while an inferior product from Manchester has commanded 10 cents.

RUGS.

There is a widely extended manufacture of rugs among the Kurds in the western and southern portions of the vilayet. These serve not

only for floor coverings, but for upholstery, portieres, and wall tapestry. The finest quality of rugs comes usually from Bagdad or Persia. Within the past year, the orphanages supported and conducted by American philanthropy have introduced the weaving of very choice rugs, which find a ready sale. The annual exportation of rugs has in past years reached \$30,000, but is now insignificant.

LEATHER.

The art of tanning ordinary leather is but imperfectly understood in this region. Saddlers and shoemakers greatly desire a more durable quality. Egin is, however, the center of the manufacture of a morocco highly valued in the Orient. The annual export of the yellow morocco of Egin to Tunis is valued at \$12,000.

WALNUT KNOTS.

A considerable trade has developed in walnut knots, gathered in the Dersim Mountains in the north part of the vilayet. These are cut in the early spring and forwarded to Marseilles by a leading export agency. The value of the annual export is about \$10,000. The knots are sawed into thin veneers for furniture and wall decoration.

SAUSAGE CASINGS.

The preparation of sheeps' intestines for this purpose is a growing industry. The fresh guts are roughly salted by butchers, and then collected at a factory in Harput, where they are carefully cleaned, resalted, and prepared for shipping. They have been forwarded in the past chiefly to Austria, France and Germany. Now, a large share of the output goes to the United States. One Boston house has recently contracted for 40,000 casings. American firms find the casings from this region of much better quality than those coming from Constantinople abattoirs, as they are comparatively free from perforations. Casings of the first quality are sold at \$44 per 1,000 pieces. The vilayet produces 200,000 casings per annum.

PETROLEUM.

The Russian product, although of inferior quality, has completely displaced American petroleum. It sells at 98 cents per can of 34 pounds, an advance of 160 per cent on the current rate at Constantinople. Harput and Mezreh require 12,000 cans yearly.

TRANSPORTATION.

The chief freight routes into the Vilayet are: First, the wagon road from Samsoun, via Amasia, Tocat, and Sivas, to Harput and Mezreh, a distance of 307½ miles, (495 kilometers;) with its prolongation of 93 miles (150 kilometers) to Diaberkir. This was originally a fair piece of engineering, but has not been kept in good repair. Second, the more direct road for pack trains to Aleppo and Alexandretta, somewhat shorter than the preceding. Third, a pack road from Harput to Kerassund, on the Black Sea, 250 miles in length. This is used frequently in summer, but is apt to be blocked in winter. It is furthermore less secure than the Samsoun route. It passes through the important cities of Arabkir and Egin, and across the highway leading

from Sivas through Erzinjan to Erzerum. A fourth projected wagon road, also 250 miles in length, and passing through Arabkir and Egin, is destined to connect Harput with the port of Ordou, on the Black Sea. This will materially lessen freight rates. The route is partly built, but the greater portion is still on paper, and there is no immediate prospect of completion.

Freight rates from the following ports and cities to Harput and Mezreh average as follows:

	Per 100 pounds.
From Samsoun.....	\$1. 48
From Alexandretta.....	1. 48
From Kerassund.....	1. 10
From Diarbekir.....	. 37
From Aleppo.....	1. 10
From Sivas.....	. 70
From Erzerum.....	1. 48

The extent of the annual traffic to Harput and Mezreh over these routes, as represented by wagon and pack loads, is as follows:

	Loads.
From Samsoun and Sivas.....	3, 000
From Alexandretta and Aleppo.....	4, 000
From Kerassund.....	3, 000
From Diarbekir.....	2, 000
From Arabkir and other northerly points.....	6, 000
Total.....	18, 000

The number of loads annually forwarded from Harput and Mezreh over these routes is about 6,000.

STATISTICS.

The vilayet has an area of 14,614 square miles, and a population of 575,314, or 39 to the square mile. The financial condition of the vilayet for the past year is as follows:

Revenue for the Ottoman financial year 1316 (ended March 13, 1901):

Land tax.....	\$133, 640
Trade licenses (temettu).....	28, 780
Military exemption tax.....	74, 560
Deeds.....	3, 560
Tithes on grain and produce.....	322, 940
Cattle and sheep tax.....	10, 740
Rent of public property.....	410
Forests.....	610
Courts of justice.....	8, 540
Registration of real-estate transfers.....	9, 160
School tax.....	8, 800
Miscellaneous.....	650
Total revenue.....	600, 390

Expenditure for the Ottoman financial year 1316:

Local administration.....	149, 550
Gendarmery.....	128, 650
Police.....	10, 670
Public instruction.....	8, 800
Contribution for the—	
Support of the fourth army corps.....	354, 270
Navy.....	10, 180
Artillery.....	1, 340
Civil list.....	7, 380
Various expenses of the Imperial Government.....	52, 800
Requisitions from the Imperial Government (havales).....	123, 250
Total expenditure.....	846, 870

It will be noticed that the revenue amounts to but 70 per cent of the expenditure. To the occidental official, it might look as if the vilayets were rapidly approaching bankruptcy. The contrary is the case. The table of expenditure represents the annual budget drawn up at the beginning of the financial year, salaries, etc., being stated at the full normal or contract figures. As the year advances, payments gradually fall in arrears, until at the close officials, employees, contractors, etc., have failed to receive on an average 30 per cent of what is due them. A favored few secure the full amount of their salaries; others secure much less than 70 per cent. No attempt is made to carry the arrearages of the lapsing year into the opening fiscal year. This procedure, which is in vogue throughout the Empire, is naturally discounted by all in Government employ or having dealings with the Government. It is one great cause of the corruption prevalent among civil and military functionaries in the East.

A common method of paying salaries employed by local and provincial treasurers is to give an official an order for his month's salary on a tax collector. The recipient is expected to use all available arguments at his command, physical or otherwise, to bring about prompt payment from those who farm out the collection of taxes. An element of uncertainty and dread is introduced into the office of every vilayet treasurer from the practice of government departments at Constantinople, which make payment for government supplies, etc., by issuing drafts (havales) on the different provinces for the amounts due. Contractors and others have to depend upon their luck or energy to secure the payment of all or part of these havales.

In addition, the administration of the public debt received from the taxes on salt and alcohol, and from stamp duties, the sum of \$13,432. The Tobacco Monopoly received \$29,015. The Agriculturall Bank made loans amounting to \$151,698.

The real estate of the vilayet is valued at \$34,800. The value of the annual crop is about \$2,900,000. The returns from commerce and manufactures are estimated at \$2,000,000.

COMMERCIAL RELATIONS.

Foreign wares are purchased chiefly from Constantinople, which furnishes about two-thirds of the amount required. Most of the remaining third comes from Beirut houses, and a slight amount from Aleppo. The trade with Beirut, via Alexandretta, is steadily increasing. Scarcely any business is done directly with foreign manufacturers.

The following figures give an approximate idea of the trade of different countries with this vilayet, as far as the original source of imports or the ultimate destination of exports can be ascertained:

Country.	Imports into the vilayet.	Exports from the vilayet.
Austria	\$20,000	\$3,000
Belgium	56,000	.....
Egypt.....	11,000	800
France.....	70,000	128,000
Germany	90,000	28,000
India	6,400	.....
Italy	80,000	.....
Russia	25,000	80,000
Sweden	7,800	.....
Tunis .....	.....	12,000
United Kingdom	120,000	60,000
United States	9,000	15,000

The statistics of the trade of France with this vilayet would indicate that she furnishes 70 per cent of the coffee, 25 per cent of the sugar, 10 per cent of the tin, 8 per cent of the cloth, 10 per cent of the haberdashery, 80 per cent of the ordinary leather, 20 per cent of the sole leather, 40 per cent of the drugs, and most of the candles. She receives, on the other hand, 80 per cent of the almonds, 80 per cent of the wool, 90 per cent of the goatskins, and all of the cocoons.

With regard to commercial relations with other parts of the Empire, the following are the more important features in the movement of merchandise:

IMPORTS.

Sheep from Mardin (Diarbekir), and Moosh (Bitlis), cattle and buffaloes from the Karaja Dag region (Diarbekir), Bagdad, and Mosul; flour from Sivas (1,000 sacks annually); skins from Beirut; yarn from Tarsus; cooper ware from Tocat; olive oil (36,000 pounds for Harput and Mezreh alone), from Aleppo; soap (150,000 pounds for Harput and Mezreh alone), from Aleppo; rice and salt from Diarbekir.

EXPORTS.

Lambs to Angora, sheepskins to Aintab and Sivas, raw silk to Aleppo, cotton to Sivas, wine to Erzerum.

The following are the approximate figures for the imports and exports of the vilayet during the past year:

Imports into the vilayet of Mamouret ul Aziz during the year 1900.

Articles.	Quantity.	Value.	Country or place of origin.
(a) From foreign countries:			
Calicoes.....yards..	450,000	\$22,000	United Kingdom, United States, Italy.
Yarns.....pounds..	117,600	17,600	United Kingdom, Adana.
Hardware.....		17,600	Belgium, France.
Prints.....yards..	800,000	35,200	France, Germany, United Kingdom.
Woolen goods.....do....	60,000	52,800	Russia, France, United Kingdom.
Petroleum.....pounds..	840,000	28,400	Russia.
Iron.....		8,520	Austria.
Tin.....		440	United Kingdom, France.
Sugar.....pounds..	358,400	17,600	Russia, Austria, France.
Coffee.....do.....	70,000	7,700	France.
Leather.....		22,000	France, Italy.
Buffalo hides.....pieces..	17,000	110,000	Egypt, Russia.
Cotton handkerchiefs.....do....	60,000	2,400	Austria, France, Germany.
Sacks.....do.....	5,000	720	Austria.
Sacking.....yards..	16,000	1,050	Do.
Fezzes.....number..	60,000	12,210	Do.
Dyes.....		4,400	France.
Paper.....		13,200	Do.
Paper (cigarette).....		5,280	Austria.
Indigo.....pounds..	1,680	4,400	India.
Carpets.....yards..	625	440	France.
Sheet copper.....pounds..	28,000	6,600	Austria, France.
Sewing machines.....number..	165	4,840	United States.
Clocks, watches.....		4,400	Austria, Germany, United States.
Jewelry.....		6,600	Austria, France.
Glassware and cases.....	500	1,760	Italy.
Crockery.....		2,200	Austria.
Matches.....		4,840	Do.
Agricultural implements and tools.....		1,100	United States.
Other articles.....		176,000	Austria, France, United Kingdom, Germany.
Total from foreign countries.....		585,300	

Imports into the vilayet of Mamouret ul Aziz during the year 1900—Continued.

Articles.	Quantity.	Value.	Country or place of origin.
(b) From other provinces:			
Soap.....pounds..	420,000	30,800	Aleppo.
Salt.....do.....	280,000	6,600	Sivas, Diarbekr.
Linen.....do.....		7,700	Trebizond.
Rope, cord, twine.....do.....		2,200	Tokat (Sivas).
Dates.....pounds..	42,000	1,100	Bagdad.
Olive oil.....do.....	40,000	8,900	Aleppo.
Sheep.....number..	80,000	22,000	Diarbekr, Bitlis, Erzerum.
Butter.....pounds..	560,000	44,000	Diarbekr.
Cattle and buffaloes.....do.....		5,000	Diarbekr, Mosul, Bagdad.
Flour.....sacks..	1,000	3,390	Sivas.
Skins.....do.....		500	Beirut.
Yarn.....do.....		1,000	Tarsus.
Copper ware.....do.....		1,000	Tokat.
Rice.....do.....		2,000	Diarbekr.
Total from other provinces.....		181,190	
Total imports.....		716,490	

Exports from the vilayet of Mamouret ul Aziz during the year 1900.

Articles.	Quantity.	Value.	Destination.
(a) To foreign countries:			
Wool.....pounds..	84,000	\$5,280	England, France.
Rugs.....do.....		1,000	United States.
Goatskins.....pieces..	150,000	66,000	France, Russia, United States.
Sheepskins.....do.....	30,000	13,200	France, United States.
Furs.....do.....	100,000	44,000	Russia, France, United States.
Almonds.....pounds..	67,200	6,600	France, United States.
Morocco leather.....do.....		12,000	Tunis.
Sausage casings.....pieces..	200,000	10,560	United States, France, Austria.
Walnut knots.....do.....		10,000	France.
Mahlemb (dried cherries).pounds..	1,680	660	France, Egypt.
Cocoons.....do.....	14,000	8,800	France.
Beeswax.....do.....	8,400	1,760	France, Russia.
Total to foreign countries.....		179,860	
(b) To other provinces:			
Lambs.....do.....		500	Angora.
Sheepskins.....do.....		1,000	Aintab, Sivas.
Silk.....pounds..	14,000	33,000	Diarbekr, Aleppo, Erzerum.
"Manussa" (cotton cloth).pieces..	100,000	44,000	Erzerum, Bitlis, Russia.
Dried fruits.....do.....		13,200	Diarbekr, Mosul, Bagdad, Constantinople.
Raisins.....do.....		8,800	Diarbekr, Constantinople.
Mulberries.....pounds..	84,000	660	Erzinjan.
Wines and spirits.....do.....	84,000	3,080	Erzerum, Sivas, Aleppo.
Beans.....do.....	140,000	2,200	Duarbekir, Mosul, Arabia.
Cotton.....do.....	1,120,000	106,600	Sivas, Tocat, Erzerum.
Opium.....do.....	33,600	52,800	Aleppo.
Yellow berries.....do.....	1,960	300	Do.
Almonds (apricots).....do.....	112,000	5,280	Do.
Honey.....do.....	47,600	2,200	Syria, Aleppo.
Potatoes.....do.....	84,000	880	Mosul, Diarbekir.
Total to other provinces.....		273,500	
Total exports.....		453,360	

For the purpose of comparison, a statement of the average annual imports and exports, for a period of five years preceding 1890, is added:

Articles.	Value.	Articles.	Value.
IMPORTS.		EXPORTS.	
Cotton yarn	\$120,000	Opium	\$232,000
Calicoes and cotton fabrics	72,000	Cotton and wool	142,000
Buffalo leather	52,000	Silk and cotton fabrics	115,760
Coffee and sugar	32,000	Goatskins	80,000
Petroleum	32,000	Grain	78,600
Iron, tin, copper, etc.	24,000	Timber	28,400
Fezzes	14,000	Rugs	28,000
Clocks, watches, jewels, glassware	10,000	Cocoons	26,560
Drugs, paints, and dyes	5,600	Shoes	28,920
Matches	5,600	Fruits	12,000
Hardware	4,000	Raisins, nuts, etc	12,000
Paper	3,200	Wine	10,000
Miscellaneous	29,600	Honey and wax	9,280
		Almonds	7,160
		Yellowberries	6,200
		Miscellaneous	32,400
Total	404,000	Total	844,280

OPPORTUNITIES FOR COMMERCE WITH THE UNITED STATES.

There is much to favor the growth of commercial ties between this region and the United States. Four-fifths of the recent emigration from Asia Minor to the United States is from this consular district. As a result, nearly every family has a member or relative in America. An active correspondence is maintained. Return visits are frequent. Gifts are often sent. There are extensive remittances of money from America. These have reached in the past the annual amount of \$500,000; at present, the amount is about \$200,000. To factors of this nature is to be added the widespread influence of the American educational effort at Harput and in the surrounding region. Contact for nearly half a century with American teachers, American methods, and American family life has led to a high admiration for all that bears the stamp of our country's make, and to a deep-seated confidence in American integrity and business principles. There are probably more English-speaking persons in and about Harput than in any other city of Asia Minor. It will be easily seen that this region is in a peculiarly receptive mood for American commercial enterprise. The establishment of this consulate, at the beginning of 1901, was naturally promptly followed by efforts to open direct trade relations. These may be briefly noted.

AGRICULTURAL MACHINERY AND IMPLEMENTS.

The implements in use are practically identical with those employed in Biblical times. About the only modern apparatus is the fanning mill, introduced some years since by American missionaries. A somewhat rude but effective imitation of the American type is largely used. The operations of plowing, harrowing, cultivating, reaping, and thrashing are all performed with primitive appliances. An enterprising graduate of an American agricultural college, trained in an experiment station, has energetically taken up the matter of introducing American

machines. An extensive consignment has been received, and will be employed at various points during this autumn and next year. A farm on the Euphrates will be cultivated exclusively on American principles and with American machines. The governor-general of the vilayet is warmly interested in the effort, and has offered, for experimental purposes, a tract of land close to Mezreh, the chief city, where the working of the implements can be readily observed by a large suburban and rural population. Orders for plows, etc., have already been received. Farmers await with eagerness the opportunity to see the working of the reaper, which should accomplish in a day what 80 men perform with existing facilities.

The chief difficulty encountered in connection with the introduction of these machines is the lack of draft horses. Horses are abundant, but are used almost exclusively for the saddle. Buffaloes and oxen are employed for plowing and for drawing the rude native carts. The few freight and passenger wagons on the main roads are drawn by horses.

SEWING MACHINES.

An agency of one of the standard American machines has been established here, and has met with prompt success. Extensive sales have been made, not only in the twin cities of Harput and Mezreh, but in the other populous centers of the vilayet and in the cities of the Tigris. Within fifteen months, this agency has disposed of 332 machines, with net receipts of \$9,710. The sales in the different cities have been—

	Number.
Harput and Mezreh	102
Malatia	49
Arabkir	14
Diarbekir	76
Mosul	64
Bagdad	27

This agency has been in the hands of a competent enterprising native, assisted by a female operator. The agent receives \$30 per month and his assistant \$13.25. Both have also small commissions on sales. The American machine has completely driven from the markets of this district the English and German machines, hitherto in vogue.

This example of how quickly and easily a well-made, thoroughly reliable American article can be introduced into this country and gain a permanent foothold is well worthy of study on the part of manufacturers seeking markets in the Orient. There is no doubt that many other articles of general utility can be introduced with equal success, by using similar means.

LIFE INSURANCE.

An analogous example is found in the case of the establishment here of an agency of a prominent American life insurance company—the first experiment of that sort in the region. Within fourteen months, seventy policies have been issued. The average amount of insurance is \$500. There is apparently quite a field for American enterprise in this direction. For fire insurance there is but little demand, on account of the prevalent adobe construction.

BICYCLES.

The bicycle which I brought with me was the pioneer in this region. I have found excellent wheeling in the broad plain of Harput and on most of the routes and bridle paths about the vilayet, although the abundance of stones causes a rapid wear of the tires. As a result of the frequent appearance of this wheel in and about the cities of Mezreh and Harput, a demand has sprung up for bicycles, and an agency of a prominent American firm has been established here. Another year will probably witness a general use of the article.

TOOLS AND MACHINERY.

There is a marked demand for American tools, their strength and lightness recommending them above all competitors. The same remark applies to machinery in general. An expensive American lathe has been ordered here, after unsatisfactory experiments with those of European make.

MILLING MACHINERY.

Active inquiry has been made for the simpler forms of milling machinery for flour, cotton, and silk, to replace the primitive styles now in use, and correspondence is being exchanged.

NAILS AND HORSESHOES.

American wire nails have made their appearance in this market during the past few months, and have begun to displace the Belgian product. As in other parts of the Orient, there is no reason why they should not permanently gain the trade. Horseshoe nails are manufactured entirely by hand, and there is a distinct opening for American enterprise in this direction. The same may be said of shoes for the immense number of horses, mules, and donkeys required for transportation. The customary type is a plate of thick iron, covering the entire sole of the hoof, with a perforation in the center. It rapidly wears away, and the services of the blacksmith are in frequent requisition. Once introduced, the advantages of the American-manufactured shoe would be promptly recognized, and it would easily secure a "footing."

CLOCKS AND WATCHES.

American clocks and watches have been frequently brought here by returned emigrants and are highly esteemed. A small number find their way to this market, and attempts are being made to increase the sale.

COTTONS AND CALICOES.

Mention has already been made* of the introduction of American cabot into this market during the current year. It has met with such marked success and the quality is so highly appreciated that large quantities have been ordered. There is little doubt but that it will permanently hold the market, unless there is a very pronounced

* See p. 1052.

lowering of price and improvement in quality in the case of the wares from Manchester, hitherto in vogue throughout this region. There is but little doubt, also, that American prints, gingham, and calicoes would easily capture this market and displace the products of Europe, if the proper effort were made to meet popular taste.

This consulate is at present actively seeking to place a competent local merchant in touch with our manufacturers, and open the way for the introduction of an extensive series of these fabrics.

RHOES.

The value of the American shoe is thoroughly appreciated here, as hundreds of emigrants from the district are employed in the shoe factories of eastern Massachusetts. At the suggestion of this consulate, a returned ex-operative is arranging to establish here an agency for American footwear. There would probably be a good demand for rubber shoes likewise, as the Russian and German wares which reach this market are of a decidedly inferior grade.

MEN'S FURNISHINGS.

There is a lively demand for collars, cuffs, ties, shirts, etc., and a local dealer has entered into direct communication with American houses.

SAWMILLS AND HORSEPOWER.

All sawing here is done by hand. There would be a good opening for the inexpensive types of sawmills, run by water power or by horsepower.

In fact, the introduction of simple forms of horsepower for a variety of usages is greatly to be desired. Looms, lathes, and all forms of machinery, native or imported (with the exception of millstones), are driven by hand power.

As most industries, for better security, are collected in towns and cities, the abundant water power of the vilayet is utilized but slightly. Fuel is too costly for steam power. Cattle, buffaloes, horses, mules, and donkeys abound. Existing conditions would seem to dictate the extended use of horsepower machinery.

VEHICLES.

The American farm cart and farm wagon should find a market here. Native ox and buffalo carts are of most primitive make. The wheels are solid blocks of wood, surrounded by narrow iron tires, and rigidly attached to the axle. No provision is made to overcome friction, and the approach of these vehicles is heralded from afar by a gruesome creaking. The loads transported on these carts are about one-tenth of what the draft animals could haul with proper construction, while the narrow tires cut up the country roads. The arabas, or wagons, drawn by horses for freight and passenger transportation on the few modern roads are also ill-constructed, and are constantly breaking down. It would probably be advantageous, in view of heavy freight rates, to import strong axles and wheels, or the spokes, hubs, felloes, and tires, ready to put together. The construction of boxes, tongues, shafts, etc., could be effected by native wheelwrights, although there

is a sad lack of the varieties of wood employed in America for such purposes. Springs for lighter vehicles would also find a certain market.

LEATHER AND SADDLERY.

There is general dissatisfaction with the quality of leather produced by the native tanneries, as well as with that imported from abroad—chiefly from Italy. Sets of harness lately brought from the United States have excited great admiration, and there is a marked demand for a higher grade of saddlery than can be manufactured from the current supply of leather.

Buffalo leather is highly esteemed here, and the inquiry is made whether it would be possible to send the buffalo hides of the vilayet to America and have them returned in the form of leather.

WINDMILLS AND ARTESIAN WELLS.

The steady deforestation of this country has, as in southern Europe, brought about a condition closely similar to the semiarid portions of our Western States. Irrigation has been practiced since time immemorial; but springs are drying up, and the insufficiency of the existing water supply to meet urban needs and the requirements of agriculture is felt more and more keenly in various parts of the vilayet, especially in and near the twin cities of Harput and Mezreh. Capital is lacking for any extensive diversion of the upper waters of the eastern branch of the Euphrates, which under more favorable economic conditions could be most advantageously employed.

The governor-general has requested this consulate to study the feasibility of introducing the windmill or the artesian well. Correspondence has accordingly been conducted with American manufacturers of windmills and drilling machinery, local capital has been enlisted, and experiments will shortly be made with both methods of securing a water supply.

There would seem to be no question of the adaptability of the windmill. The supply of water, 25 to 75 feet beneath the surface, is ample. During the summer and autumn months, there is usually sufficient wind to keep the vanes in activity for eighteen hours out of the twenty-four.

Actual experiment alone can decide as to the possibilities of the artesian well. There is, unfortunately, no visible evidence of the existence of parallel strata of clay, so desirable as indicating a probability of tapping subterranean streams of water under pressure. On the other hand, the location of the extensive Harput plain, at the base of the lofty Taurus range, largely composed of limestone, would in itself offer a favorable factor.

AMERICAN AGENCY.

To further the direct importation of American goods, especially along the lines indicated above, an "American agency for eastern Turkey" has, at the suggestion of this consulate, been organized here. The manager, who resided for several years in America, is the authorized representative of several large manufacturing houses there, and is in active correspondence with other firms in order to introduce their

wares into this district and bring to the attention of local dealers and consumers the merits and advantages of American standard goods and labor-saving devices. There is every indication that this undertaking will develop into a valuable means of securing the entrance of American commodities under favorable conditions, and of building up a permanent market. It is planned to extend the work of the agency to the other large cities in this and adjoining vilavets.

COMMERCIAL EXHIBIT.

In order to facilitate the work of the above agency, as well as to enable local dealers to enter directly into relations with American houses, a large room in the consulate has been devoted to the purposes of a commercial museum. All samples forwarded by American houses are neatly displayed and provided with labels in English, Turkish, and Armenian, giving net prices and cost of transportation, with necessary information. It is hoped that this exhibit will grow to be a valuable adjunct in enabling the dealers and consumers of this region to become familiar with a wide range of American products. The staff of the consulate will spare no pains in furthering the interests of those who seek to enter these markets, and in paving the way for tentative and more permanent business relations.

JOURNALS.

Many American trade and technical journals are kept regularly on file at the consulate, and are brought constantly to the attention of visitors. The large number of persons here who are familiar with English facilitates the use of these journals, especially of their advertising columns.

DIRECT EXPORTATIONS TO THE UNITED STATES.

During the nine months subsequent to the opening of this consulate, ended October 31, 1901, the following was the declared value of exports from this consular district to the United States:

Rugs and embroideries	\$355. 69
Sausage casings (sheep's intestines)	1, 142. 94
Goatskins	42. 76
Lambskins	15. 75
Tanning powder	2. 68
Total	1, 559. 82

SUMMARY.

In conclusion, I would state that there are excellent opportunities for gradually building up a reliable market for American goods in this consular district.

The favoring conditions are:

First. There is an increasing dissatisfaction with the cheap products of Germany, Austria, and even England, which have come to this market.

Second. There is great confidence in American integrity and in the quality of American wares.

Third. The large emigration from this district is almost exclusively to America. The many returned emigrants bring back a taste for American commodities and facilitate the establishment of direct relations between the two countries.

Fourth. No European house or agency has yet been established here. The only existing agencies are those opened during the past few months, for American sewing machines, bicycles, agricultural machinery, and life insurance.

The difficulties to be encountered are the following:

First. The high freight rates and the delay in receiving consignments, due to (1) the distance from the seacoast and (2) the lack of direct sea communication with the United States.

Second. The length of time required for correspondence. Two months elapse before receiving the response to a letter sent to New York.

Third. The diminishing supply of cash in the interior of Asia Minor, due to the unfortunate financial condition of the Empire.

Fourth. The unsettled state of credits, following the rude shock to the commercial class of the region during the massacres of 1895.

Success in gaining a controlling and permanent foothold in the market is dependent more or less upon the following factors:

First. The establishment of direct regular freight lines from America to the ports of Asia Minor on the Black Sea and the Mediterranean.

Second. Abundant use of samples of the articles fitted for this market, as indicated above; utilizing the facilities of the commercial museum at this consulate.

Third. The employment, for different lines of merchandise, of competent local agents who have resided in America, have a command of English, and are familiar both with American business methods and with the local needs, commercial customs, and conditions of credit.

Fourth. The sending of wide-awake American traveling agents, well equipped with samples, who can study the general commercial field, establish subagencies, and stimulate direct trade relations.

Fifth. Still better, the establishment at both Diarbekir and Harput of agencies, conducted by energetic, aggressive Americans, who can promptly and effectively take advantage of existing trade conditions, and direct the general commercial movement. These centers offer a good field for young men combining linguistic talent with business ability.

Sixth. Above all, a rigid adherence to honest workmanship and good materials in all American wares which enter this market.

It must not be forgotten that thus far, the personal equation of a German, English, or other foreign trader is totally unknown in these provinces. Whether this state of affairs will continue in the near future is doubtful, in view of the plans attributed to European powers, especially to Germany, to capture the commerce of Mesopotamia and Asia Minor. What is certain is that competent, live American traders have an exceptional opportunity now to establish themselves in this region and gain such a foothold that serious competition in the future will become a matter of extreme difficulty.

THOMAS H. NORTON, *Consul.*

HARPUT, *October 28, 1901.*

JERUSALEM.

The usual rainfall in this country is from 25 to 30 inches. Twenty-five inches is necessary to secure good crops; if it is 18 inches or less, the harvest is sure to be a poor one. Last season, only about 14 inches of rain fell. After the last week in January, there was practically no rain, and the drought was disastrous alike to the health and prosperity of the community. The lack of rain was most seriously felt in the southern part of Palestine, say from Nablous (Shechem) south to the desert, a distance of 60 to 80 miles, and from Jaffa and the sea-coast eastward across Judea, the Jordan Valley, and the great plateau beyond the Jordan as far as the desert. North of Nablous, the rainfall was greater and the crops were better. The crops that suffered most severely were wheat and barley, there being only half a crop of each, and in some sections less than half. As a result, there has been a great deal of suffering. The people, however, endure the hard conditions with a fortitude that is simply amazing. The summer crops have done fairly well, that is, those which require very little rain or irrigation, such as durra (oriental maize), melons, sesame, etc. The greatest suffering is among the cattle, sheep, and goats. At first, there was a stubble growth on the plains, but even this finally disappeared. The fields looked as if they had been swept, so bare were they of anything in the shape of dried grass or straw. Many cattle have died, while others have been driven to the north by their owners, who hope to find better pastures there. Good milk is not to be had, and the meat (beef and mutton) offered for sale is unfit for consumption.

WATER FAMINE.

Early in the spring, there was practically a water famine, and skins of water brought fabulous prices. Private cisterns were exhausted, and those built for supplying water for the market were not available, as the owners were holding them expecting to reap a still richer harvest. The supply from what is known as The Fountain of the Virgin was very limited, owing to some break in the deep underground natural canals which feed it. By a considerable outlay of money and labor, however, trenches were cut in the earth and the leaks discovered and repaired. The price of a skin of water fell at once to one-third the former value. These repairs afforded some relief, but the fountain at best was never adequate for supplying a large number of people. At this time, Mr. Bonnafous, the president of the Jaffa and Jerusalem Railroad, generously offered to bring water in tank cars from a certain unfailing spring 6 miles southwest of Jerusalem and deliver it to everybody at a fixed nominal price. After his arrangements were completed, water good for drinking and household purposes was furnished at the rate of 5 gallons for 1 cent at the railroad reservoir, and the same quantity for 2 cents if delivered in the town half a mile or more distant. The inhabitants never before (at this season of the year) had such good water to drink, and the diseases (chiefly fevers) which always marked the end of the summer have this year prevailed only in a mild form. To the soldiers, the Jews, and the poorer classes in general, and also to many families that are fairly well to do, this supply has been a great boon.

PUBLIC HEALTH.

The city and country have been generally healthy during the past year, with the exception of an epidemic of smallpox that swept over the province last winter and carried off thousands of victims. Very few Europeans, however, suffered. It prevailed mostly among Mohammedans and Jews. Vaccination is now compulsory; a few years since, it was unknown. There are multitudes, however, who escape or neglect this precaution.

QUARANTINE.

Strict quarantine has been enforced against Egypt since May, to the great detriment of commerce and travel. It is still in force, and there seems to be no immediate prospect of its removal. The universal feeling among the intelligent classes is that this quarantine is both arbitrary and useless. At no time has there been any plague in Egypt that need cause anxiety or alarm.

OIL ENGINES.

Within the past two or three years, oil, or rather gas, engines have been introduced for raising water in the orange gardens of Jaffa. About 70 of these engines are now at work there, most of them having been set up within the last eighteen or twenty months. A few come from England, but the large majority of them are made in Cologne, Germany. The engines vary in size from 3 to 10 horsepower. I believe that only one of a larger size (16 horsepower) has been set up, and that was for a mill. The larger the engine, the less in proportion is its original cost. For example, if a 3 horsepower engine, set up, costs about \$375, one of 5 horsepower will cost about \$400, and one of 10 horsepower about \$700. The old and time-honored way of raising water is by means of great wooden wheels turned by camels, mules, or donkeys, with small buckets attached to an endless band, by which the water was hoisted to a reservoir. Only a part of the water brought up ever reached the reservoir; the rest fell back into the well. The process was crude and very slow, and it required a long time to raise water sufficient for an ordinary garden.

The gas engines have given satisfactory results, although the field for their employment is limited, there being but 400 gardens in Jaffa, and many conservative owners refusing to abandon old customs for the new.

ORANGE CROP.

Last year's orange crop was only middling and was valued at about \$500,000. In a good season, however, this figure is greatly increased. Most of the fruit was consumed locally, although about 300,000 boxes were shipped abroad, chiefly to England. At the present writing, it is impossible to approximate next season's crop.

REAPING AND HARVESTING MACHINES.

During the past few years, several reaping and mowing machines have been introduced into Palestine, exclusively by Germans and by Jews who live in the Jewish colonies. The natives never use this

kind of labor-saving appliances. These machines all come from the McCormick Company, Chicago, which has an agent at Haifa. There are about a dozen of what are called the "Daisy" reaper in use, also two reapers and binders and one mowing machine. There is no grass in the country except in a few fields in the German colony of Sarona, north of Jaffa, where hay is raised for cattle. The "Daisy" reaper costs from \$90 to \$100; the reaper and binder, \$240, and the mowing machine, \$60.

FLOUR.

The effort to introduce American flour into Palestine has not been successful. One merchant, a baker, sent an order for 150 sacks of flour of 100 kilos, or 220 pounds, each. It was six months before the flour reached Jerusalem and the freight was not far from \$100. The terms of payment were rather hard for the merchant—ninety days—and he lost the use of his money for three months more before he received the flour. Three kinds of flour were ordered, and the dearest proved to be the least desirable. On this quality, the purchaser lost money.

In all the coast towns of this country, the climate is so moist that flour will keep but a short time. American families have found this to their sorrow. The climate of Jerusalem is very damp in winter and very hot in summer, and if American flour is to be used here, it must reach the purchaser very soon after it is ground and be consumed immediately. No family buys more than a few pounds of flour at a time.

France and Russia can place flour in the hands of the consumer in this country in two weeks after it leaves the mills in Marseilles on Odessa, and under such conditions there is little chance of Americans competing with these two nations.

LIFE INSURANCE COMPANIES.

The Mutual of New York and the New York Life Insurance Companies are doing a small business here. They have been established but a few years, say two to four. The head offices are in Paris, and I am informed that all litigations must be settled by French law. I can see how such an arrangement would not always be to the advantage of the American companies and their patrons. No Moslems and almost no resident Europeans become insured; the clients are Christians (Syrians or Armenians) and Jews. In Palestine, something over 100 have been insured in the New York Life and 25 or more in the New York Mutual. Neither the Government nor the traditions of the country encourage people to provide for the future, and the idea of life insurance as a means for such provision is quite new to Orientals and they do not avail themselves of the chance with eagerness. Moreover, 90 or 95 per cent of the inhabitants are so poor that they can not possibly afford it.

CARRIAGE ROADS.

In June last, I reported that a carriage road had been constructed between Jerusalem and Bireh, 9 miles north of this city, on the route to Nablous and Damascus.* After some delay, the order (such an order must always emanate from Constantinople) for the construction

*See Advance Sheets of Consular Reports No. 1101, July 31, 1901.

of the second section—Bireh to Sinjil (St. Giles), 10 miles—has been issued and work is already begun. This being one of the main thoroughfares of the country, both for native traffic and for travelers, the importance of the work is simply incalculable. The same contractor, an Armenian, who built the first section from Jerusalem to Bireh, is building the second.

COMMERCIAL TRAVELERS, ETC.

A few years since, no commercial travelers came to Palestine, but now as many as 60 or 70 arrive every year. Probably the majority are from Italy, Germany, and France, but a considerable number come also from Austria and England.

Russia has a line of steamers running regularly to all Syrian ports. The same is true of France and Austria, and within the past two or three years, of England, Germany, and Italy. America has no steamers that touch here even occasionally. I have made this last statement in previous reports and it has been denied, but it is the fact nevertheless.* Unless American goods can be brought direct to this market, our merchants and manufacturers can not compete with the six rival nations which ship direct to the consumers and send agents to display their goods. American wares, for the most part, are recognized as superior in quality, but superior quality means a higher price. Italy, Austria, France, and Germany, on the other hand, send cheap goods, which find a ready sale.

TYPEWRITING MACHINES.

I was urged, some time ago, by a certain firm in the United States manufacturing these machines, to recommend someone who would act as their agent here. I took pains to find such a person, one whom I knew to be thoroughly reliable, and put him in communication with the firm. The young man worked faithfully, secured several orders, with several others that were conditional, and sent for the machines. To his surprise and chagrin, the firm wrote that unless the money accompanied the orders, they could not send the machines, and further, that otherwise they could not employ him as their agent. This is an illustration of what I have said in other reports, namely, that many firms do not cooperate with consuls in their efforts to introduce American goods. In fact, I have seldom found a firm that had any desire to build up a business here, but I have found very many whose notion of business is to sit in an office, receive cash orders, give instructions to their shipper to send so many goods to such a place, and give themselves no further concern in the matter. This apparently is the modern idea of "building up a business." It is not encouraging to consuls who are doing all in their power to introduce American manufactures abroad. It seems to me that goods should be displayed in the different countries, and that a live agent should be sent with them to convince purchasers of their advantages.

A WORD ABOUT POSTAGE.

Of the hundreds of letters received at the consulate from manufacturers and business firms in America, urging me to introduce their

*See Advance Sheets No. 1308, April 5, 1902.

goods, not 1 per cent contain stamps for return postage. In many instances, a letter will have only a 2-cent stamp on it, in which case I am obliged to pay 10 cents before I can get it out of the post-office, and an additional 5 cents for my reply thereto.

POST-OFFICES.

There are in this city of 50,000 inhabitants five post-offices—Austrian, German, French, Russian, and Turkish. The Turkish Government does not allow any mail matter but its own to be carried by train, hence the mail of the four other nations goes and comes by wagon. The steamers touch at Jaffa early in the morning and the mail wagons reach Jerusalem two or more hours before the Turkish mail arrives by train, as the train does not leave Jaffa until after midday.

The new Turkish postage stamps (issued during the past summer) are so crowded with writing and ornamentation that the figures denoting the denomination are nearly obscured. Moreover, there is one kind for inland postage and another for foreign. These are similar in color, but the inland stamp has on it certain writing which is not on the other. It is difficult to distinguish between the two, however, and there is frequent confusion and loss.

GENERAL OBSERVATIONS.

The restrictions against Jews coming to this country are severe, and in fact, very few Jews have arrived here for five or six years past. A large number of Jews, including, however, only a small percentage of American Jews, left Palestine during the past year, one steamer taking away no less than 26 families. They go to Egypt, to the Sudan, to Australia, to Canada, and to the United States. Since the Rothschilds, two or more years ago, withdrew their subsidies from the Jewish colonists, many of them have become restless and have gone elsewhere. The general poverty of the country makes it impossible for them to earn a living here, and they are anxious to get away.

At a few places—say, Jaffa, Jerusalem, Hebron, and Bethlehem—there are signs of prosperity, due chiefly to foreign influences, but throughout the country the condition of things is the opposite of encouraging, and the people are becoming more and more disheartened.

The Jaffa and Jerusalem Railroad, 54 miles in length (narrow gauge), after many struggles and after reducing its expenditures to the lowest possible figure, has for the past two or three years been paying a small dividend. During the present year, the dividend was larger than before.

America leads all other nations combined in the number of travelers visiting Palestine, there being last year not far from 1,200. A distinction is always made between travelers or tourists and pilgrims. Of the pilgrims, the past season brought 12,000 or 13,000 to Jerusalem. Russia sends the largest number—7,000 to 8,000. Pilgrims are provided for in pilgrim houses, hospices, and convents, while the hotels and tourist companies take care of the travelers. The former come also from Egypt, North Africa, Greece, the islands of the Mediterranean, Turkey, Armenia, and Central Asia. The revenue from these travelers and pilgrims is simply immense.

SELAH MERRILL, *Consul.*

JERUSALEM, *November, 1901.*

SIVAS.

The past year may be considered an average one for commerce in this consular district, unmarked by features of special interest.

During the last nine years, I have, I think, covered in my annual reports the important points in regard to trade in this region, and about the same suggestions have been repeated year after year. Other consuls in this country have done the same, and one finds a marked uniformity of opinion expressed in the reports on commerce in Asiatic Turkey.

Taking the statements for the last five years, I have prepared the following summary, which presents the most important facts in regard to trade in this part of the world, and while it can not claim originality, it has the more important element of combined authority:

1. There are no official statistics available for a commercial report.
2. American goods enjoy a high reputation in this country.
3. Commerce between the United States and Turkey is slowly increasing.
4. The people of this country are poor, and goods must be cheap.
5. American manufacturers and merchants should study the tastes and requirements of the people.
6. They should have their own commercial agents here.
7. Circulars and catalogues, especially those in English, are of little value in this country.
8. Transshipments and middlemen's charges add largely to the cost of goods.
9. A regular direct line of steamships between the United States and Turkey is of the first necessity to build up trade here.
10. Samples should be sent for exhibition in the chief cities of Turkey.
11. Oriental merchants expect and obtain from one to six months' credit.
12. Prices and measures should be given in terms comprehended here.
13. Goods should be well packed.
14. They should be exactly like the samples submitted.

The consuls have frequently mentioned the articles of American manufacture which, in their opinion, would sell best in this country. I have arranged these articles in the following list:

Cotton goods—sheetings, twills, and prints; hardware—screws, hinges, locks, etc.; agricultural implements; tools, carpenters' and blacksmiths'; pumps, hand and wind; flour, at seaports; boots and shoes, men's and women's; furniture, chiefly at seaports; watches, large, cheap silver; bicycles, low priced; clocks, small or cheap; paper—cigarette, stationery, and printing; nails, wire; saddlery; windmills; canned goods; cutlery; lamps, petroleum; petroleum stores; paints, prepared for inside work; cotton thread and yarn; carriage springs; rubber overshoes; crockery; hand and foot power wood machines; leather.

Any United States firm that wishes to develop trade in this country may find in the above summary the whole problem reduced to its simplest terms. The consuls are ready to assist the merchants by

furnishing detailed information on any special subject, and they are more than pleased when American merchants show a liberal and intelligent desire to assist them in building up our commerce in Asia Minor.

AGRICULTURAL APPARATUS.

This country is slowly awakening to the desirability and, in some cases, to the necessity of obtaining improved forms of manufactures. In the regions near the coast, there is a growing demand for modern agricultural implements. At Samsoun and Amassia, there is already quite a trade in plows and small farming implements. A few reapers are being sold. The indications are that there will soon be a large demand for the cheaper and most necessary agricultural implements. There is a great need of corn shellers, and I believe that five hundred could be sold next year, if they were simple, cheap, and adapted to the small corn of this country. A thousand plows are wanted at once. Threshing machines are needed also, but the difficulty is to find a cheap machine that will cut and crush the straw thoroughly with a two-horse treadmill.

Another desirable machine is a small, cheap mill with which the poor village people living a long way from any flour establishment can grind their wheat. They do not want fine flour, and prefer the whole wheat.

Files, saws, and wood-carving tools are also in demand.

MILO A. JEWETT, *Consul*.

SIVAS, *October 28, 1901.*

SMYRNA.

The commerce of Smyrna is worth serious consideration. European countries have been reaping a rich harvest in the Levant for many years, and the Smyrna district has been well to the fore in the ever-increasing demand for European products. Smyrna is the distributing point for almost the entire Turkish archipelago, besides being the general trading center of Asia Minor. The people in the neighboring islands are gradually awakening to the necessities of modern civilization. The two lines of railway leading into the interior of Asia Minor, 250 miles east and southeast, tap a rich agricultural district where 3,000,000 people use machine-woven cloth but still wear hand-made shoes. Many of these people are buying modern plows and hoes, but the greater part of the farm land is turned over with a 2-tined home-made spade and the forked limb of a tree used as a plow. Wheat is threshed with a flail on a smooth, hard bit of ground, and is separated from the chaff by being thrown into the air. There are, however, about 20 steam threshing machines operating in the Smyrna district. Notwithstanding the primitive methods of cultivation, good crops of certain cereals are raised. Fertilizers are rarely employed, and the same land is replanted each year in the same grain.

This district managed to produce during the last twelve months goods of a value of \$21,000,000 in excess of its requirements, this figure representing the exports for the twelve months ended June 30, 1901. The yield of figs was an average one, but the prices were

exceptionally good. Raisins were not found in their usual abundance, but the rise in price largely made up for the deficit.

There were good crops of opium, tobacco, and valonia, a fair yield of olives and olive oil, and good harvests of licorice root, barley, sesame, wine, and wool.

The emery mines have been worked to their full capacity. Shipments of antimony and chrome were almost up to the average. This has put more than the usual amount of money into circulation in the district, and makes possible an increase in imports. European manufacturers, realizing the opportunity, are stocking the Levant market with their products, and will doubtless reap their reward. Belgium has practically crowded England out of the iron market, but in order to gain her end is selling iron at a loss of nearly 2 shillings (48 cents) per ton.

TRANSPORTATION, TARIFF, ETC.

The burning question for American exporters is that of transportation. Our goods set the pace in quality the world over, and the domains of the Sultan are no exception. The United States can and does make better goods for the same money than Europe, but in order to ship these goods a long distance and sell them at the same price as those "made in Germany," we must have transportation facilities. Concerted action of some sort in regard to transportation is imperative. We not only have no direct communication, but we have no general route from New York to the Levant.* American goods coming to Turkey are transshipped at Liverpool, London, Hamburg, Naples, or Genoa. Scattered over so many different routes, the shipments are not sufficient to get the effectual assistance of any one line of transport. The delay in transshipment frequently amounts to months, and is responsible for the discouragement of many shippers, who go no further than the sample order. During the last eight months, the Messageries Maritimes Steamship Company has made weekly sailings from Genoa to Smyrna, and goods from America via Genoa have been known to come through in five weeks. The freight rates average about the same over all the lines; therefore the quickest is the best. Freight rates from New York to Smyrna are from \$4 to \$7 per ton. Customs dues are 8 per cent ad valorem, but this is generally increased to 10 per cent by the exaction of portorage, lighterage, translation, and examination fees. The quay dues vary with the nature of the articles. Quay charges on a few of the principal imports, as noted below, will give an idea of the schedule:

Alcohol.....	per 32 gallons..	\$0. 08
Cotton goods.....	per hundredweight..	. 03½
Coal.....	per ton.....	. 08
Iron.....	per hundredweight..	. 01½
Paper.....	do.....	. 05½
Petroleum.....	per case.....	. 00½
Rice.....	per bag.....	. 03
Sugar.....	per hundredweight..	. 03½
Woolen goods.....	do.....	. 05½

Many articles are prohibited altogether, such as firearms (except shotguns), powder and shot, cartridges, salt (except by special order), patent medicines, American pork, all electrical appliances, etc.

* See Advance Sheets No. 1308, April 5, 1902.

BANKING FACILITIES.

There are in Smyrna branches of the Credit Lyonnaise, having a capital of \$40,000,000, and of the Banque Imperiale Ottoman, with a capital of \$50,000,000. Both of these institutions have American connections, and their rating can easily be obtained. Exchange varies between 1 and 2 per cent. Currency is generally Turkish, being the gold pound, value about \$4.40; the half and quarter pound, value \$2.20 and \$1.10, respectively; the Turkish silver dollar, or "medjid," value .815 cent; Turkish silver quarter dollar, value 20 cents; the silver 2-piaster piece, 8 cents; 1 piaster, 4 cents; and the "metallique" copper, 1 cent. Silver change is scarce and always at a premium. Foreign gold circulates in large amounts, particularly the French 10 and 20 franc pieces, and the English pound sterling.

TELEGRAPH AND POSTAL FACILITIES.

There is cable connection with European and all other cities; the service is efficient, but the Government restrictions prevent the use of a commercial cipher.

There are in Smyrna French, English, Austrian, and German post-offices, besides the native Turkish office. All the large foreign offices have arrangements with the steamship companies for carrying their mails under their own governmental seal; the bulk of the commercial correspondence is carried on through the Turkish post. Accidents are not infrequent, and many postal articles, such as catalogues and newspapers, never reach their destination. The press censor is particularly severe with foreign newspapers, and few of them find entry; unless addressed to a consul or sent through one of the established foreign post-offices. A parcels-post system would be of the greatest value in assisting trade. The freight rate on samples is almost prohibitive. Several European Governments have parcels-post service with Turkey, and through one of these it might be possible to arrange for conveying parcels between the United States and this country.

PATENT LAWS AND TRADE-MARKS.

Patent protection in Turkey consists of an order, or "irade," from his Imperial Majesty, to prevent a certain article being duplicated; violations, however, are frequent. A certain American firm, which annually ships thousands of dollars' worth of cotton muslin to Turkey, obtained an Imperial irade some years since sanctioning its trade-mark; since then, three separate counterfeits of this mark have been made in Smyrna alone, but in each instance the firm was able to get the infringement stopped, without, however, obtaining further satisfaction. In general, an irade will be found of value to anyone desiring to push a certain brand of goods. An American trade-mark is protected from counterfeit only when it carries the Imperial sanction. An American manufacturer of sewing machines, whose output enjoys an enviable reputation throughout the world, introduced his product into Turkey a few years since. The local manager procured an irade protecting the trade-mark, and started to do business on the American plan of monthly payments. A large business sprang up and nearly every other sewing machine was crowded out of the market. In this instance, the

Imperial trade was of great assistance in collecting the monthly payments and in recovering the machine in case of nonpayment. It is generally understood now that the machines are made in Glasgow, Scotland, though they still bear the American trade-mark.

CREDITS.

The European manufacturers have set a bad precedent in the matter of credits, and are now gradually cutting down the time limit. This is a difficult undertaking, and many customers are placing their new orders in other hands. The Germans have found that their nine months' credit usually meant an extension to eighteen, and as their goods are now introduced, they no longer offer the advantageous terms of three years ago. Smyrna merchants invariably ask cash against documents f. o. b., and they will learn to give the same in return. It is slow work for American manufacturers to push their goods, in view of the combined disadvantages of great distance, irregular means of transportation, and short credits. But as our products always lead the way in merit, we are sure to win in the long run. I believe it would be the height of folly for American firms to abandon the position they have taken, of requiring cash f. o. b. New York. The only instance in which they can give credit is when their representative is sent to establish agencies or to thoroughly investigate the capabilities of the local house with whom they propose doing business. There are no commercial agencies here of any reliability, and in Turkey almost any irresponsible adventurer can get good references.

DOCKING FACILITIES.

Smyrna has a stone quay protecting the entire water front of the city. Opposite the business quarter there is an inner harbor, protected from the open roadstead, which has an average depth of 6 fathoms. Ships of three to five thousand tons frequently enter this harbor and tie up alongside of the quay. Loading and unloading are done directly on the quay, and by means of lighters. Steamers transfer cargoes at the rate of 300 to 500 tons per day. Laborers employed in loading receive 50 cents to \$1; the boss stevedore, \$2 to \$2.50 per day. Lighters cost 20 francs (\$3.86) per day. Port dues, 1,000 tons and upward, are three-fourths of a cent per ton. Light dues, 800 tons and up, are 1½ cents per ton. Berthing dues are \$9.75 for mooring and unmooring in dock; shifting rate, \$4.86; towing rates, \$5 to \$20. Towage is rarely required.

SUGGESTIONS FOR TRADE.

Show your goods. This is the prime factor in introducing new merchandise. The people are very slow in buying from catalogue descriptions. Samples must be sent. Anyone of the following list of merchants will gladly exhibit your samples, no matter what the line: Avedikian Frères, Ballardour et Fils, Edward Clark, Anglo Eastern Company, Bon Marché, Thomas Bottomly, A. Solari, or Jac Filliputian. Below will be found a partial list of articles imported from Europe and America. Many of these are made especially for the

Turkish trade, the style in clothing not being generally affected by the changes in European or American centers of fashion.

Foreign commodities in general use here are: Block tin, bar iron, steel, lead, zinc, copper, coal, cotton goods, cotton duck, canvas, calico prints, muslin, raw cotton, cotton thread, woolen goods, cloths for men's and women's wear, ready-made clothing, hats, caps, and fezes, woolen yarns for weaving carpets, coffee and tea, candles, crockery and glass, cutlery, tableware, drugs and chemicals, dyes, leather, matches, nails, and screws.

There is an excellent opportunity for American manufacturers in the general hardware line, particularly in tools. A German hatchet which would hardly sell in our 5-cent stores in America brings 75 cents here; a small pair of pincers costs 50 cents; a tack hammer, 40 cents; a small pair of scissors, 75 cents; a 1-inch chisel, 75 cents. Handsaws and planes are equally expensive.

Among other articles imported is paper of all kinds. The annual value of this line is \$150,000. Paper bags sell well. Petroleum is brought from Russia and Roumania in tin cases. Rice, sugar, spirits, wine, beer, and butter are among the food products imported. Oleomargarine is prohibited, but preparations of oleomargarine enter as cooking oils. Flour came, in 1900, to the value of \$500,000. Potatoes come from France. Rum (\$10,000 worth) comes from America; timber for building and furniture amounts to \$500,000. One large cargo of Pensacola pine last year was valued at about \$25,000. Cement, sulphur, colors, perfumery, toilet articles, confectionery, furniture, rubber goods, sporting goods of all kinds, shotguns of small bore (16 to 20 preferred), lamps and lanterns, carriages, harness, stoves using coal and petroleum, agricultural implements, jewelry, watches, and clocks are other imports. Many American timepieces are on sale and are well received. Our bicycles are also seen on the streets, and our pumps enjoy an excellent sale, which is increasing. I believe that there is a good opportunity for American manufacturers to introduce machine-made shoes and harness and cart and carriage wheels. The most feasible method to introduce American goods is to send drummers or agents with a miscellaneous lot of samples, and to exhibit the goods for at least two months in each city visited. This can be better done by the large commission houses at home than by the manufacturers. I would recommend our manufacturers to investigate the facilities offered by the various commission companies doing business on these lines. Certain houses which have tried these methods find their trade rapidly growing.

The Turkish Government requires every person traveling in the country to have a passport, or "teskera." This is easily procured through any United States consul in Turkey.

No special license is required for commercial travelers.

Improvement has been made in methods of packing, and I hear relatively few complaints in connection with American goods.

FOOD STUFFS.

This vilayet (district) produces the greater portion of its food stuffs. The native flour is nutritious and makes excellent bread, though rather dark in color. Foreign flour is imported for white bread. Large

quantities of barley are raised, but almost the entire crop is exported. Oats are cultivated in sufficient quantities to feed stock. Our Indian corn is almost entirely overlooked; what little there is raised is of very poor quality. The seed corn is bad, and after planting it receives almost no attention.

Beef is plentiful; the cattle are small, being rarely larger than our 2-year-old heifers, but the meat is tender and is bought in the market (retail) at 7 cents per pound. There is no choice as to part, a rib or porterhouse roast costing the same as the rump or flank. Small game is abundant, and fish are excellent. As these waters have been fished constantly for the last five thousand years, fish are not so plentiful as on the American coast. There is no means of preserving fish (ice being scarce and expensive), and the market is frequently overstocked, causing large quantities to spoil. The choice fishing grounds, such as small streams or a breeding marsh, are leased to private parties by the State. The mouth of nearly every river in Turkey is closed with a net at certain seasons, to prevent the exit of fish.

Asia Minor produces delicious fruits in great abundance. The Smyrna fig is of the highest commercial value, there being annually exported about 70,000 camel loads of a total value of \$1,500,000. It is estimated that 65 per cent of the fig crop goes to America. Raisins are unsurpassed, the "Large White," the Sultana, and the Black raisin being generally cultivated throughout this district. The phylloxera, which for a number of years past has been working havoc with the native vineyards, is now found all over Asia Minor and the neighboring islands, but American roots are replacing the dead vines, and, as the disease does not affect this root, new vineyards are rapidly growing.

EXPORTS AND IMPORTS.

Below will be found a comparison of exports and imports for the twelve months ended June 30, 1900, and for the twelve months ended June 30, 1901.

Exports and imports, 1900 and 1901.

EXPORTS.

Exports to—	1901.	1900.	Decrease (—) or Increase(+).
England.....	\$11,554,166.95	\$9,675,000.00	+\$1,879,166.95
Austria.....	2,107,435.06	1,626,000.00	+ 481,435.06
France.....	1,882,998.82	1,082,000.00	+ 800,998.82
Germany.....	1,023,609.79	1,171,000.00	- 147,390.21
Italy.....	765,705.41	830,000.00	- 64,294.59
Holland.....	1,089,986.48	1,000,000.00	+ 89,986.48
Russia.....	655,600.00	868,000.00	- 212,400.00
Roumania.....	150,770.08	122,000.00	+ 28,770.08
Belgium.....	170,085.21	109,000.00	+ 61,085.21
Greece.....	89,311.08	61,000.00	+ 28,311.08
Other countries except America.....	201,596.78	178,000.00	+ 23,596.78
Total.....	19,141,268.63	16,722,000.00	- 2,419,268.63
United States.....	2,197,948.76	2,180,184.54	+ 17,764.22
Grand total.....	21,339,217.39	18,902,184.54	+ 2,437,032.85
Total increase.....			+ 2,437,077.85

Exports and imports, 1900 and 1901—Continued.

IMPORTS.

	1901.	1900.	Increase.	Percentage of Increase.
Total	\$12,317,385.95	\$9,762,000.00	\$2,555,385.95	26
From the United States.....	492,950.00	369,000.00	123,950.00	33

It is interesting to note that the percentage of increase in imports from the United States was 33 per cent, whereas the total percentage of increase for the same period was 26 per cent.

It is probable that the total imports for both 1901 and 1900 are in excess of the figures given. As no official statistics are to be had, the above tables are prepared from careful estimates made by the chamber of commerce.

Below will be found a list of the principal imports from the United States, and their value, for the twelve months ended June 30, 1901:

Beer.....	\$800	Windmills	\$3,000
Cotton goods.....	310,000	Iron safes.....	1,000
Flour.....	1,000	Shotguns, sporting goods, blotting paper, furniture, lamps, locks, leather, pumps, revolvers, soap, varnishes, and hardware	7,000
Nails	70,000	Pensacola pine	25,000
Rum	10,000		
Agricultural implements.....	60,000		
Clocks	2,400		
Sewing machines.....	1,000		
Bicycles	1,750		

SHIPPING.

Movement of the port for the twelve months ended June 30, 1901.

STEAMERS.

	Number.	Tonnage.		Number.	Tonnage.
German	51	70,422	Italian	49	68,905
English.....	174	251,649	Ottoman	311	185,609
Austrian	155	200,864	Russian	150	243,473
Belgian	18	16,685	Spanish	4	5,220
Egyptian	70	63,061	Danish	2	2,084
French	121	217,110	Bulgarian	1	542
Greek	414	138,229			
Dutch	29	23,393	Total.....	1,544	1,467,286

SAILING VESSELS.

American	1	17	Austrian	1	264
English.....	5	187	French	1	283
Greek	144	12,486	Bulgarian	1	372
Italian	15	4,880	Roumanian	1	134
Ottoman	3,105	98,100			
Samien	117	2,082	Total	3,391	118,805

Any ship coming from a cholera or plague-infected port is placed in quarantine for ten days. Plague has prevailed in many neighboring ports for the last twelve or fourteen months, and as a consequence the shipping has been materially affected.

RUFUS W. LANE, *Consul.*

SMYRNA, *October 20, 1901.*

AUSTRALASIA.

NEW SOUTH WALES.

SYDNEY.

New South Wales, until January 1, 1901, had a government of its own, subject only in a degree to that of England. It maintained an army, navy, railways, telegraphs, and in fact all the institutions found in independent states. Part of these now go under the control of the Australian general government.

New South Wales is the most important—not the largest—of the six States forming the new Confederacy, and Sydney is the most important commercial city on the continent, as is seen from the following table of trade:

City.	Trade in 1891.		Trade in 1900.	
	English currency.	United States currency.	English currency.	United States currency.
Sydney	\$235,377,745	\$172,165,796	\$243,519,850	\$211,788,379
Melbourne	81,508,051	153,333,930	81,548,414	153,530,624
Adelaide	9,599,812	46,715,052	9,108,454	44,301,369
Brisbane	4,745,418	23,066,576	6,610,064	32,197,075
Perth	2,133,811	10,384,191	9,505,531	46,550,637

Last year, there were entered and cleared here 3,135 ships, of an aggregate tonnage of 4,826,390 tons. These vessels are from every country of importance in the world.

In value of trade, Sydney, compared with cities of Great Britain, is exceeded only by London, Liverpool, and Hull. Owing to economical conditions in New South Wales, manufacturing is not carried on extensively, the people thinking they can be more profitably employed in other occupations.

The imports are estimated at about \$100 per capita.

Some of the principal articles imported in 1900 were:

Articles.	Value.	
	English currency.	United States currency.
Woolen and woolen piece goods	\$2503,279	\$2,741,197
Silks	133,354	663,657
Drapery	1,621,915	8,363,949
Hats, caps, and bonnets	161,037	633,747
Apparel	943,791	4,841,150
Boots and shoes	343,335	1,604,473
Bags and sacks, including woolpacks	272,777	1,327,469
Flour and biscuits	55,697	271,049

Articles.	Value.	
	English currency.	United States currency.
Wheat.....	£151,268	\$786,146
Oats.....	167,162	818,464
Rice.....	94,427	459,529
Currants and raisins.....	361,101	1,757,298
Jams, jellies, and preserves.....	51,088	251,539
Potatoes.....	213,444	1,088,725
Sugar and molasses.....	753,009	3,664,518
Beer and cider.....	272,536	1,326,292
Spirits.....	422,078	2,064,043
Wine.....	67,235	327,199
Tea.....	430,894	2,096,946
Coffee.....	30,030	146,170
Tobacco, cigars, and snuff.....	232,790	1,376,198
Wool.....	1,539,044	7,733,083
Leather and leather ware.....	106,329	517,450
Timber.....	463,711	227,319
Coal and coke.....	2,903	14,153
Gold—		
Bullion.....	2,458,027	11,937,653
Specie.....	703,180	3,421,928
Live stock.....	924,483	4,498,799
Bacon and hams.....	51,018	248,239
Butter and cheese.....	193,008	939,273
Candles.....	67,469	328,338
Cement.....	124,449	605,631
Copper ore.....	69,300	337,243
Hardware, including hollow ware.....	349,535	1,701,012
Hay and chaff.....	333,669	1,637,125
Machinery.....	655,975	3,192,302
Maize.....	90,064	438,442
Malt.....	120,147	534,695
Meats, preserved.....	115,989	564,480
Tin ore and ingots.....	131,710	640,937

The trade by countries is not available in detail. However, nearly \$56,000,000 of imports and \$52,500,000 of exports are Australian. The trade of the United States with New South Wales is more than that of all other foreign countries.

Several American firms have houses in Sydney, from which port they ship their goods to every part of Australia, and there are also a number of general agents in this city. They handle almost every kind of American product, and are doing a good business.

The collection of custom duties has passed into the hands of the Federal Government, and a protective tariff^a has been adopted, which meets with clamorous opposition from Australians, and may be greatly modified before Parliament adjourns. Since the rates are the same for all nations, it is not thought that the new duties will materially affect the volume of American trade.

There are two regular lines of steamers: First, the Oceanic, from San Francisco via Honolulu; distance, 2,100 miles; time, six days; Pago Pago, distance, 4,350 miles; time, twelve days; Auckland, distance, 5,930 miles; time, sixteen days; Sydney, distance, 7,211 miles; time, twenty days. Second, the A. and A. Line, from Vancouver, British Columbia, to Sydney, twenty-one days. There are three steamers on each line.

ORLANDO H. BAKER, *Consul*.

SYDNEY, *November 20, 1901.*

^aSee Advance Sheets No. 1201, November 20, 1901 (Consular Reports, No. 256).

Trade of New South Wales with each country during 1900.

Country.	Imports.	Exports.			Excess of—	
		Domestic produce or manufacture.	Other produce or manufacture.	Total.	Imports.	Exports.
Australian States.	\$55,951,849.10	\$36,119,870.58	\$16,498,686.80	\$52,618,557.38	\$3,435,091.74	.....
United Kingdom.	48,226,948.62	33,616,364.10	6,961,797.82	40,578,161.92	8,018,246.70	.....
Other British possessions.	4,836,088.86	3,936,086.24	3,296,881.66	7,232,967.90	.....	\$2,337,788.24
Total British countries.	109,014,886.58	73,672,319.92	26,756,366.28	100,428,686.20	9,106,550.20	.....
Hawaiian Islands.	10,302.80	81,686.78	18,022.75	99,709.53	.....	375,061.15
Total foreign countries.	24,868,778.48	18,146,946.78	18,789,125.60	36,936,072.38	.....	12,066,292.90
Total trade with all countries.	133,946,805.06	91,725,151.68	45,545,491.88	137,270,643.56	.....	2,932,742.70
United States of America.	12,448,817.21	3,694,872.80	15,679,741.34	19,374,759.19	.....	6,926,885.16
Philippine Islands.	146,280.00	278,550.00	161,760.00	440,310.00	.....	194,030.00
Hawaiian Islands.	15,600.00	822,600.00	18,400.00	848,200.00	.....	832,600.00
Total with United States and dependencies.	12,610,167.72	4,536,022.80	15,854,901.34	20,211,024.19	.....	7,505,815.46

NEW GRAVING DOCK AT SYDNEY.

Consul Baker, under date of December 17, 1900, transmits the following information, taken from a local journal, concerning the new graving dock in the harbor of Sydney:

It was three years ago that the dock company, with a view to the future as well as to the present requirements of the port for docking and repairing vessels, determined to construct a graving dock of such dimensions as to accommodate the largest vessels likely to visit these waters for a long time to come. After much consideration as to the most suitable site, it was decided to construct the dock at Woolwich, at the junction of the Parramatta and Lane Cove rivers, where there is plenty of deep water, and where ample accommodation can be provided for berthing of vessels. Like most of the land around the foreshores of Port Jackson, the ground at the site fixed upon rises rapidly from the water, and this had to be leveled off before the excavations for the actual dock could be started.

Operations for leveling off were begun in August, 1898, and the magnitude of this portion of the work can be appreciated when it is stated that about 74,000 cubic yards (124,620 tons) of sandstone had to be removed to reach the cope level for 560 feet length of dock. A further 71,000 cubic yards (120,370 tons) will have to be removed for the completed length of the dock to 760 feet. The work of quarrying out the dock proper was begun on March 1, 1899, and the stone proved to be of such good quality, and so comparatively free from faults, that very little cutting out and making good where defective on the sides was required. The excavated stone was used for several purposes, including the construction of the pier heads forming the entrance to the dock, which extend 24 feet beyond the caisson pit, and are 32 feet wide. The stone was also used for the construction of a sea wall around the reclaimed ground, a large portion of the excavations being utilized for reclamation purposes. Briefly, the principal dimensions of the dock are as follows: Length of dock on floor when completed, 765 feet; length now completed, 575 feet; width of dock at cope level, 100 feet; width of dock on floor, 75 feet; width at entrance, 88 feet; depth of sill below cope level, 35 feet; depth of water H. W. S. tides, 28 feet 9 inches; depth of water, L. W. S. tides, 23 feet. The dock floor is composed of blue metal concrete, of a minimum thickness of 12 inches, with camber, and a fall of 9 inches from the center to each side, a gutter of ample

depth and width being formed along each side of dock and across front of apron for drainage. On each side of the dock there are 6 altars for shoring purposes, and slides are provided on each side for lowering shoring blocks to the bottom of the dock. The bottom of the dock is reached by three flights of steps of easy grade and ample width. The outer caisson quoin is of Harcourt granite, and a second caisson quoin is provided for at 404 feet from the outer one. This will allow of the upper portion of the dock being shut off from the lower portion, which is a very essential feature when it is necessary to carry out extensive and lengthy repairs on a vessel. The vessel can be shut off in the upper portion of the dock, while the lower portion is available for ordinary docking work. For flooding the dock, there is a culvert in each pierhead, fitted with penstocks controlled by hydraulic ram for opening and closing.

The caisson is of the floating type, constructed of steel, and designed to raise and lower automatically at any state of the tide. It is 35 feet deep by 20 feet maximum beam, and the facings, where abutting on the quoin, are of jarra wood. For the emptying of the dock, there are three sets of powerful centrifugal pumps, each set coupled direct to a vertical tandem compound surface condensing engine, having cylinders of 15 inches and 27 inches diameter, with a stroke of 20 inches. The discharge pipe from each pump is 33 inches diameter, and the three pumps together are capable of discharging 3,136,000 gallons of water per hour. These pumps can either be worked separately or coupled. In addition to the main pumps, there is a 10-inch centrifugal pump for drainage purposes. One separate surface condenser is provided which is common to the three engines, the circulating pump being an independent centrifugal pump, and the air pumps are of the single-acting double-barrel type, driven off the crosshead of circulating pump engine. The necessary steam for main and auxiliary pumps is supplied by two large return tubular marine boilers, working at 100 pounds pressure. All the pumping machinery and boilers are housed in a substantial brick building with tiled roof. The length of the building is 96 feet 6 inches, and width 35 feet. The floor of the engine room proper is 52 feet long by 26 feet wide, and is 32 feet 6 inches below cope level.

For lifting and hauling purposes, the dock is well supplied with the necessary appliances, which include a 15-ton electric derrick crane for lifting propellers and other heavy weights and landing same on truck for conveyance to workshops or into a punt for conveyance by water. There are also electric capstans for hauling vessels in and out of the dock. Steam traveling cranes at each side of the dock are also being supplied for the purpose of handling shores and other weights up to 4 tons.

In addition to the graving dock, the docking accommodation at Woolwich is increased by an iron floating dock, which has just been reconstructed and thoroughly overhauled. Originally, the dock was of the depositing type, having one side or wall only with twelve extended arms or pontoons on which the vessel was carried. This dock has been converted into a two-sided or double-walled dock, and though in no way diminishing the capacity, this has very materially improved the manipulation of the dock for raising and lowering vessels and made it much more reliable and safer than when in its original state. The dock as now constructed is capable of taking vessels up to 1,500 tons, and is so placed that vessels can with ease enter or leave from either end and can be docked and raised in less than one hour.

The firm, it is claimed, is now in a position with docks and slips to deal with a total tonnage of 26,000 tons at one time, or 10 separate vessels can be docked in one day; for, in addition to the two docks at Woolwich, there is at the works in Morts Bay a graving dock 640 feet long, and three slips of 2,000, 1,000, and 50 tons capacity, and in Johnstones Bay there are two floating docks of 1,500 and 100 tons capacity, respectively, known as the Jubilee Docks. At any and all of these docks or slips, extensive repairs can be carried out on any vessel, either to hull or machinery, as they are all provided with the necessary appliances. In connection with the new dock are boiler shops, machine shops, and coppersmiths and joinery departaments.

NEWCASTLE.

The following report will show that the last year has been a most prosperous one for this district. Labor has been fully employed, wages have been increased, as has also the price of coal, while a large gain in the number of vessels arriving has caused money to be circulated

freely. When estimating the amount of business done in this consular district, account should be taken of the statement of the authorities here, that but one-third of the total passes the customs at Newcastle.

Revenue, 1900-1901.

Tonnage rates	\$59,957.28
Harbor and light rates	52,459.97
Duty and excise	489,787.59
Pilotage	59,804.21
Harbor removals	34,065.55
Miscellaneous	197.94
Total	676,252.54
Revenue for year 1899-1900	576,610.11
Increase	99,642.43

Exports other than coal.

Butter	pounds ..	26,020	Bone dust	tons ..	1,082
Coke	tons ..	14,255	Other manures	do ..	15
Copper ingots	cwt ..	15,710	Meat, preserved	pounds ..	92,546
Copper ore	tons ..	294	Frozen beef	cwt ..	50,672
Hay and chaff	do ..	1,352	Frozen mutton	do ..	65,574
Flour	centals ..	8,770	Onions	do ..	672
Ore	tons ..	48,551	Potatoes	do ..	2,290
Limestone	do ..	222	Silver lead	do ..	54,930
Ironstone	do ..	612	Railway sleepers		123,993
Other minerals	do ..	3,816	Tallow	cwt ..	11,101
Wheat	bushels ..	82,208	Timber, rough	supl. feet ..	1,592,877
Cattle		5,390	Wool:		
Horses		1,044	Greasy	bales ..	51,276
Sheep		6,697	Washed	do ..	156,200
Pigs		1,019			
Total value					\$19,476,227
Total value last year					14,227,398
Increase					5,248,829

Exports of coal.

Where exported.	Tons.	Where exported.	Tons.
Victoria	787,647	Molucca Island	3,085
Queensland	43,205	Dutch East India	2,932
South Australia	508,043	Ceylon	5,300
West Australia	187,214	Great Britain	1,800
Tasmania	92,458	Canada	1,500
New Zealand	221,973	Gilbert Island	3,728
Total intercolonial	1,840,535	Ecuador	2,701
Hongkong	15,550	Panama	5,494
United States	163,833	Mexico	9,870
Java	104,765	South Sea Islands	288
New Caledonia	21,587	Germany	750
India	32,470	Natal	4,900
Philippine Islands	94,711	Total foreign	1,351,951
Fiji	14,433	Grand total	3,192,486
Mauritius	6,149	Total, year 1899-1900	2,659,422
Peru	65,484	Increase	533,064
Chile	530,255	Value of coal exported:	
Straits Settlements	55,940	1900-1901	\$3,516,375.00
New Hebrides	3,250	1899-1900	1,639,644.28
Sandwich Islands	186,506	Increase	3,826,330.02
Celebes	4,107		
China	2,644		
New Guinea	1,642		
Cape Colony	8,357		

Such an enormous advance in the value of coal exported is partly due to the fact that the price was raised on the 1st of January, 1901, from \$2.19 to \$2.68 per ton.

RETURN OF SHIPPING.

Number and tonnage of vessels entered and cleared (exclusive of coasters) at the custom-house.

INWARD.

Year.	Number.	Tonnage.
1900-1901	1,569	2,194,912
1899-1900	1,966	1,879,186

OUTWARD.

1900-1901	1,562	2,283,522
1899-1900	1,347	1,846,160

This return shows that the shipping at this port has been exceptionally heavy during the year.

Imports.

Apparel, wearing	\$208,146	Kerosene	\$58,666
Butter	18,414	Ores	268,290
Drapery	471,520	Potatoes	88,845
Dried fruits	28,552	Salt	82,693
Flour	47,069	Sugar	43,094
Oats	54,772	Timber	104,086
Wheat	3,416	Other imports	1,606,240
Hay and chaff	34,124		
Beer	41,989	Total	3,740,425
Wines	3,173	Value of imports, 1899-1900	3,104,150
Spirits	93,208		
Iron, black and galvanized	285,562	Increase	636,275
Machinery	255,666		

The above is the return of imports passed at the custom-house, Newcastle, but the authorities estimate that only one-third of the total consumed enters here. The balance is imported at Sydney and distributed from there to Newcastle and district. The total imports, therefore, according to the customs' estimate, are \$11,221,275.

Imports from the United States.

Agricultural implements	\$224	Fruits:	
Apparel, wearing	8,375	Currants and raisins	\$12,404
Arms and ammunition	6,687	Other than dried	16,994
Bicycles and tricycles	618	Glass	1,105
Blacking	2,004	Glassware	1,479
Boots and shoes	3,796	Grease	983
Brush ware	156	Hardware and ironmongery	7,655
Canvas	1,814	Hops	88
Carriage-makers' materials	866	Harmoniums and organs	205
Confectionery	122	Pianos	321
Cutlery	200	Iron:	
Clocks and watches	2,117	Bolts and nuts	992
Drugs and druggists' ware	1,608	Nails	2,978
Flour	48,665	Bar and rod	1,947
Fish, dried and preserved	63,496	Rails	1,504

Imports from the United States—Continued.

Lamp ware	\$1,557	Soap, fancy and toilet	\$1,932
Machinery	1,275	Saddlery ware	228
Meats:		Spirits, perfumes, etc	136
Preserved	26,148	Others, except intoxicants	1,804
Salt beef	1,119	Timber, rough	8,875
Naphtha	156	Tobacco, manufactured	3,168
Oils in bulk:		Tools of trade	10,219
Kerosene	111,453	Turnery and wooden ware	2,170
Colza	535	Turpentine	1,804
Other	4,822	Other goods not enumerated	5,787
Paints, mixed for use	267		
Paper, printing and newspaper	5,122	Total	379,559
Paints, other than mixed	496	Total imports from United	
Painters' materials	233	States, 1899-1900	235,234
Paper bags, plain	1,095		
Plate and plated ware	1,401	Increase	144,325
Playing cards	404		

PUBLIC IMPROVEMENTS.

TRAMWAYS.

The tram service has been extended several miles since my last report, taking in two prominent suburbs, and another tramway of some 14 or 15 miles, which will connect beautiful Lake Macquarie with Newcastle, has already been arranged for and money appropriated for the purpose. This will provide an outlet for people in Newcastle who wish to spend holidays and Sundays at the lake.

NEWCASTLE HOSPITAL.

Additions to the value of \$30,000 have been made to this institution. This improvement was much needed, as the former building was entirely inadequate. It has been equipped almost wholly with American instruments and apparatus.

POST-OFFICE.

A magnificent new post and telegraph office is in the course of erection, to cost about \$150,000. It will be one of the finest public buildings in New South Wales. It occupies a site in the principal street of the city, and will answer all the postal and telegraphic requirements.

QUARANTINE.

A quarantine station has been built 3 miles north of Newcastle to receive all patients afflicted with any contagious disease. Heretofore, this port has been extremely fortunate in not having any disease of a highly dangerous character, but on account of its being an open port, such a condition is liable to obtain at any time.

HARBOR IMPROVEMENTS.

A large amount of money has been expended in improving the harbor during the past year. Dredges have been working night and day removing silt and deepening the harbor. The inner basin is being dredged, and when finished will have a depth of 30 feet of water. Along the inner basin, a large extent of wharfage has been built,

upon which three of the latest improved traveling cranes have been erected, which will greatly expedite the matter of loading ships with coal. Three more are to be erected, when it is hoped that there will be far less cause for delay than there has been in the past. The dike upon which the coal has been loaded for years is still being extended, and when completed there will be a number of miles of this wharf. It is intended to immediately remove all the present standing hydraulic cranes and put in their places traveling cranes.

A scheme is now being proposed, which doubtless will be carried through, for the deepening of the entire harbor to 30 feet. Private companies are estimating upon the matter.

GRAVING DOCK.

A parliamentary committee visited Newcastle a short time ago for the purpose of receiving evidence in regard to the plan for the erection of a graving dock. Evidence was also taken in Sydney, and, with but a single exception, all was favorable to the erection of this graving dock by the Government. Doubtless, work will be commenced at once. Such a dock would be a great saving to ships that need cleaning and repairs.

One thing that is greatly needed is a proper chart, not only of the coast of New South Wales, but of the entire South Pacific. Complaints are frequently made by masters of vessels that no such chart is in existence, and that no matter how imperfect it might be, it would form a basis which could easily be corrected by the various mariners.

COAL MINERS' WAGES AT NEWCASTLE.

For the information of those interested in coal mining in the United States, I furnish the following information: Wages here are regulated by the rise and fall of the selling price. At the present time, the selling price is \$2.68 per ton of 2,240 pounds; the hewing rate is \$1 per ton for screened coal. All coal is filled into trucks by the miners at the face, the trucks being placed there by wheelers. The screens are erected on the surface, and the coal is tipped into them; they have a three-quarter inch mesh. The average earnings of the miners for a day of eight hours is about \$3.16. This time prevails in the mines as the standard day, and applies to all classes of employees. The miners receive 8 cents of an increased price of 25 cents and suffer to the same extent on any diminution in the selling price. Boys from 14 years of age are employed as trappers underground and alongside men cleaning coal at the screens. The boys' wages are from 49 cents to 84 cents per day. Youths and men (not miners) receive from 98 cents to \$1.70 per day. The number of men employed in mines in New South Wales is 10,339, and a very limited number is employed in Queensland and Victoria. The number of boys from 14 to 16 years of age employed in New South Wales is 452.

THE NEW FEDERAL TARIFF.

One of the first acts of the federal parliament was to introduce a tariff bill.* Upon the introduction of that bill, before it passed through committee, it became to all intents and purposes law, and a duty was

* Advance Sheets No. 1201; Consular Reports No. 256.

placed upon such articles as were mentioned in the bill. The tariff averages so high that there is a great deal of opposition, and public meetings are being held. The tariff will doubtless produce hardship for some time, and will, to a certain extent, interfere with the trade between the United States and Australia. The principle of arranging the tariff is not the same as that acted upon by the United States Government. The tariff affects all necessities as well as luxuries, and the poorer people feel this to be a great burden. Doubtless, many changes will be made in this bill while passing through committee. One hardship which will be felt by Americans, as well as by all other people, is the duty on stores ordered to be paid by ships. This may possibly be changed in the future, but at present, all stores on ships in any harbor in Australia must pay duty before they can be used.

ORE-REDUCING PLANTS.

Newcastle is well supplied with plants for the reduction of ores of all kinds. The largest, located at Cockle Creek, employs many hundred men, and is considered one of the most complete in existence. At Waratah is another, which chiefly reduces copper ore and is in operation day and night. A nickel-reducing plant is now being arranged for, the land having been purchased.

F. W. GODING, *Consul*.

NEWCASTLE, *October 27, 1901.*

NEW ZEALAND.

I have again to report that New Zealand is in a prosperous condition. Its imports for the last year have increased very largely over those of previous years. For instance, its imports from the United States in 1900 were \$5,309,365, being an increase of \$2,845,165 during the past three years. The exports to America from the city of Auckland alone for the last year were \$1,912,834.57 and consisted chiefly of flax, kauri gum, hides, pelts, and produce. The exports of the colony to the United States for the same period were \$2,393,298, against \$1,672,945 in 1896. A detailed table of imports from our country will be found further on. The colony's total imports for the year 1900 were \$53,230,480, while its exports were \$66,280,005. These figures include specie; but if that item were excluded, the excess of exports, after deducting charges, commissions, insurance, etc., would be \$10,079,660, which, it is said, has been used to pay interest on New Zealand's debt of \$177,627,250 to the United Kingdom. It may be remarked that, during the last five years, New Zealand's exports have increased \$22,833,084, or about 66 per cent, while its imports have increased \$20,663,315, or about 55 per cent. It will be observed, however, that so far as the colony's trade with the United States is concerned its imports have far exceeded its exports. A newspaper, in speaking of these figures, says they are eloquent of "wonderful progress." In proportion to the population, the total trade is very large; and, moreover, the participation in the existing prosperity is general throughout the colony. Commenting on conditions in New Zealand, a Sydney paper recently said that, under Sir Julius Vogel's adminis-

tration, its imports were necessarily fostered by its borrowings, and that, from 1873 to 1879, they exceeded the exports to a very considerable extent; but the people of New Zealand had to recognize that the days of excessive borrowing, inflated values, and speculation were over; that they must depend upon the soil and upon what they could extract from it, and that, having manfully accepted those conditions, the existing national organization of industry was the result. That organization in itself was highly favorable to production of every kind; its resources were diversified, and as a consequence, the volume of articles had increased all along the line.

The principal factor in the present prosperity is, however, the refrigerated-meat exports to Great Britain and other countries. The following summary of frozen meat exported from New Zealand for the six months ended June 30, 1901, gives an idea of the present volume of business:

MUTTON.

Port.	Carcasses.	Legs.	Pieces.	Weight.
				<i>Pounds.</i>
Auckland	14, 224			898, 567
Gisborne	125, 951	30, 487	32, 752	7, 880, 376
Napier	105, 638	20, 997	25, 813	6, 850, 904
Waitara	9, 863		10, 245	673, 375
Wanganui	59, 913	37, 514	70, 132	4, 123, 171
Wellington	265, 588	119, 371	22, 418	17, 753, 090
Pictou	23, 954			1, 102, 927
Lyttelton	229, 325			12, 785, 843
Timaru	57, 159			3, 474, 099
Oamaru	4, 165			254, 745
Port Chalmers	6, 000			436, 511
Bluff	18, 798			938, 809
Shipments for half year ended December 30, 1900	921, 123	208, 399	161, 890	57, 110, 287
	637, 273	296, 085	104, 032	40, 084, 767
Total for year ended June 30, 1901	1, 558, 396	444, 454	265, 392	97, 194, 054
Total for previous year	2, 089, 089	536, 742	329, 586	128, 833, 167

LAMB.

Port.	Carcasses.	Weight.
		<i>Pounds.</i>
Auckland	24, 973	886, 760
Gisborne	8, 899	281, 508
Napier	57, 061	2, 010, 572
Waitara	6, 613	231, 184
Wanganui	15, 429	568, 086
Wellington	187, 097	4, 853, 227
Pictou	18, 927	760, 040
Lyttelton	504, 785	21, 406, 361
Timaru	245, 862	9, 662, 160
Oamaru	52, 178	2, 102, 900
Port Chalmers	53, 305	2, 083, 757
Bluff	48, 724	1, 856, 460
Shipments for half year ended December 31, 1900	1, 233, 283	46, 708, 010
	129, 868	4, 549, 831
Total for year ended June 30, 1901	1, 367, 151	51, 257, 841
Total for previous year	1, 439, 682	54, 160, 014

BEEF.

Port.	Weight.
	<i>Pounds.</i>
Auckland	999,084
Gisborne	1,474,545
Napier	2,798,690
Waitara	1,716,117
Wanganui	1,377,987
Wellington	3,832,305
Picton	40,298
Lyttelton	465,494
Timaru	
Oamaru	151,136
Port Chalmers	990,081
Bluff	301,678
	14,141,095
Shipments for half year ended December 31, 1900	15,586,993
Total for year ended June 30, 1901	29,728,029
Total for previous year	31,864,651

Exports of frozen meat, 1882 to 1901.

Year.	Quantity.	Year.	Quantity.
	<i>Pounds.</i>		<i>Pounds.</i>
1882	1,707,128	1892	97,696,557
1883	9,853,300	1893	100,222,453
1884	28,445,223	1894	116,729,104
1885	32,204,976	1895	123,089,622
1886	38,735,160	1896	122,887,818
1887	45,035,984	1897	151,374,369
1888	61,857,376	1898	154,223,720
1889	73,564,064	1899	188,922,790
1890	100,934,756	1900	122,074,451
1891	110,199,061	1901 (6 months)	117,956,392

Immigration in 1900.

Month.	Total num-ber.	Males.	Females.	Adults.	Children.	United King- dom.	New South Wales.	Victoria.	Tasmania.	Fiji.	Other British possessions.	Foreign ports.	Chinese included previously.
January	1,708	1,168	535	1,548	155	80	999	278	70	11	275	50	5
February	2,042	1,376	666	1,894	148	113	1,150	378	68	4	269	66	31
March	2,548	1,808	740	2,373	175	112	1,131	352	80	38	356	100	9
April	1,835	1,312	573	1,745	140	323	667	396	44	15	339	105	33
May	1,076	679	397	985	111	149	523	320	13	—	—	71	23
June	1,032	707	325	955	77	82	532	220	17	24	2	105	32
July	988	686	302	914	74	173	551	187	20	20	—	37	12
August	922	624	298	880	82	66	523	211	14	26	—	32	6
September	858	564	294	794	64	69	574	151	22	—	12	30	12
October	867	578	291	807	60	20	548	168	21	13	7	90	6
November	746	501	245	672	74	28	508	139	46	6	—	18	5
December	1,576	1,043	534	1,444	132	33	1,233	220	43	7	—	40	1
Total	16,243	11,043	5,200	14,941	1,302	1,264	8,924	3,010	458	166	1,637	794	181

Immigration in 1901.

Month.	Total number.	Males.	Females.	Adults.	Children.	United Kingdom.	New South Wales.	Victoria.	Tasmania.	Fiji.	Other British possessions.	Foreign ports.	Chinese included previously.
January	2,640	1,871	969	2,407	233	232	1,468	635	167	38	12	35	2
February	1,596	1,090	516	1,415	181	47	883	408	162	19	6	78	3
March	1,308	834	469	1,173	130	58	648	408	114	35	—	45	5
April	997	658	339	910	87	204	300	316	93	26	21	87	7
May	864	546	318	728	116	45	411	299	61	18	9	31	1
June	784	540	244	657	127	139	391	145	49	16	13	31	4
July	897	649	248	832	65	122	377	155	60	19	26	138	1
August	1,066	732	334	971	115	136	559	214	41	14	13	60	—
September	1,236	905	331	1,189	107	276	698	184	62	23	8	62	—
October	1,525	993	532	1,400	125	357	777	320	80	32	23	96	3
November	2,348	1,591	757	2,039	279	418	1,279	438	85	24	28	76	—
December	2,758	1,767	991	2,452	306	231	1,570	648	112	34	41	72	—
Total	18,074	11,966	6,108	16,203	1,871	2,414	9,849	4,130	1,086	298	195	702	26

Nationality of vessels entering the colony during the year ended December 31, 1900.

Nationality.	Steam vessels.			Sailing vessels.		
	Number.	Tonnage.	Number of crew.	Number.	Tonnage.	Number of crew.
British	115	346,213	6,399	41	46,181	844
Colonial	236	844,495	12,759	157	48,024	1,376
American	19	36,841	1,362	4	2,801	47
French	1	762	34	1	1,562	21
Italian	—	—	—	4	8,994	59
German	—	—	—	4	4,972	75
Danish	—	—	—	2	955	20
Norwegian	—	—	—	21	11,735	233
Swedish	—	—	—	8	4,812	96
Russian	—	—	—	1	1,232	19
Raratongan	—	—	—	1	43	6
Society Island	—	—	—	1	140	9
Total	371	728,311	20,994	245	126,060	2,797

Summary of the quantity and value of gold entered for exportation from New Zealand, from April 1, 1857, to December 31, 1900.

District.	Year ended Dec. 31, 1900.			Total to Dec. 31, 1900.		
	Quantity.	Value.	United States equivalent.	Quantity.	Value.	United States equivalent.
Auckland	Ounces. 166,342	£206,598	\$2,946,169	Ounces. 2,615,464	£9,817,315	\$47,775,963
Wellington	—	—	—	—	706	3,436
Marlborough	535	2,147	10,448	82,920	338,562	1,647,612
Nelson	3,718	14,605	71,075	1,678,996	6,656,221	32,592,490
West Coast	73,923	295,738	1,439,185	4,543,562	18,074,276	87,958,464
Canterbury	23	90	438	75	297	1,445
Otago	129,075	521,629	2,538,508	5,683,459	22,517,899	109,593,356
Unknown	—	—	—	207	824	4,010
Total	373,616	1,439,602	7,005,823	14,608,901	57,406,100	279,393,786

Imports from the United States.

Articles.	Value.	Articles.	Value.
Acid:		Cotton goods:	
Acetic acid.....	880	Cotton piece goods (butter cloth).....	\$1,080
Tartaric acid.....	1,570	Calico, white and gray.....	4,505
Alkali.....	1,025	Leather cloth.....	8,172
Soda ash.....	1,540	Shirtings, colored cotton.....	1,345
Carbonated and bicarbonate.....	4,085	Cotton piece goods—	
Crystals.....	30	Waterproof.....	125
Unenumerated.....	75	Unenumerated.....	33,745
Alum.....	80	Cotton waste.....	220
Poultry.....	225	Cutlery.....	1,635
Sheep.....	250	Doors, plain.....	310
Apparel, slops, not otherwise enumerated.....	510	Drapery.....	6,555
Apparel made to order for residents in the colony.....	20	Drugs and chemicals:	
Caps, percussion.....	735	Chemicals, not otherwise enumerated.....	2,300
Cartridges:		Cream of tartar.....	2,590
10 to 24 bore.....	27,335	Druggists' sundries, apothecaries' wares.....	21,730
Not otherwise enumerated.....	17,010	Tinctures and medical spirits.....	870
In cases.....	19,145	Anhydrous ammonia.....	1,635
Firearms.....	845	Arsenic.....	20
Fuel.....	16	Disinfectant.....	320
Shot.....	15	Food preservatives.....	830
Unenumerated.....	170	Insecticides and tree washes.....	145
Beer.....	3,860	Medicinal barks, leaves, etc.....	480
Beltng:		Sheep dip.....	1,025
Leather.....	510	Unenumerated.....	3,955
Other than leather.....	390	Earthenware.....	1,785
Lime juice:		Engine packing.....	1,215
Unsweetened.....	670	Essences, flavoring.....	715
Unenumerated.....	5	Other essences.....	225
Bicycles and tricycles.....	95,400	Fancy goods.....	41,500
Material for tricycles.....	32,490	Felts.....	1,090
Blacking.....	3,590	Fire engines.....	160
Black lead.....	390	Fire hose and other appliances.....	1,885
Boats.....	40	Fish:	
Books, printed.....	26,430	Dried, pickled, and salt.....	33,500
Boots and shoes.....	213,230	Potted and preserved.....	1,130
Gum boots.....	20,745	Unenumerated.....	280
Brass manufactures.....	4,030	Fishing tackle.....	5
Brick, fire.....	10	Floor cloth and oilcloth.....	90
Brushware and brooms.....	6,900	Food for animals, unenumerated.....	110
Brushes:		Macaroni and vermicelli.....	25
Clothes, hair, and toilet.....	300	Maizena corn flour.....	17,510
Material for making.....	6,350	Fruit:	
Buckets and tubs, wood.....	320	Bottled and preserved.....	43,925
Building material, unenumerated.....	225	Raisins.....	17,575
Candles.....	35	Pears, plums, etc.....	115
Canes and rattans.....	395	Apples, plums, etc.....	16,575
Canoes.....	37,145	All other.....	30,550
Caramel, brewers'.....	75	Furniture and upholstery.....	81,425
Playing cards.....	2,760	Furniture, knife, and plate polish.....	13,235
Carpeting and drugging.....	480	Glaes:	
Carriages and wagons, and materials for:		Bottles, empty.....	13,290
Carriages, etc.....	5,980	Mirrors.....	390
Carts, drays, wagons.....	4,150	Ware.....	41,445
Carriage materials.....	18,725	Glue and size.....	480
Materials for axles, arms, and boxes.....	15,675	Gold leaf.....	335
Carriage and cart shafts and spokes in the rough.....	7,130	Beans and peas.....	200
Cart and cart makers' material.....	15,575	Grain, unenumerated.....	1,535
Cement.....	60	Grain, ground.....	12,135
Chains and chain cables.....	365	Grease.....	5,235
China and porcelain.....	355	Grindery.....	610
Clocks.....	32,215	Unenumerated.....	3,070
Cocoa and chocolate.....	940	Haberdashery.....	300
Cocoa beans.....	11,650	Buttons.....	4,520
Coffee, raw.....	7,630	Sewing cotton.....	70
Combs.....	105	Hair.....	15
Chocolate:		Hardware.....	225,390
Plain trade packages.....	210	Hard wood, coffin furniture, etc.....	5,090
Fancy packages.....	35	Hats and caps.....	1,305
Unenumerated.....	12,230	Hatters' materials.....	5
Copper:		Hops.....	9,775
Pig, bar, sheet, and tube.....	365	Hosiery.....	1,515
Sheathing.....	45	India-rubber and gutta-percha.....	3,980
Manufactures.....	130	Ink:	
Cordage.....	5,510	Printing.....	3,025
Iron and steel.....	155	Writing.....	135
Cork.....	205	Instruments:	
		Musical.....	35,540
		Pianos.....	6,840

Imports from the United States—Continued.

Articles.	Value.	Articles.	Value.
Instruments—Continued.		Oars	\$2,200
Material for instruments	\$55	Oil:	
Optical	140	Fish, penguin, and seal	2,765
Scientific	690	Linseed	55
Surgical and dental	49,745	Mineral—	
All other	16,670	Kerosene	531,165
Iron and steel:		Other	12,650
Bar, bolt, and rod	1,600	Olive—	
Bolts and nuts	11,900	Bulk	75
Galvanized-iron manufactures	155	Bottled	10
Hoops	890	Unenumerated in bulk	36,690
Pig iron and steel	15,650	Oilmen stores	30
Pig iron	10,635	Onions	8,425
Pipes and fittings	63,290	Paints and colors, ground in oil	3,125
Rails	27,905	Paints:	
Railway bolts and fastenings	1,760	Wiped, ready for use	7,700
Sheet and plate	1,405	All other	4,055
Sheet, galvanized, plain	165	Paper:	
Iron and steel staples and stand- ards	6,700	Bags	10,680
Wire fencing	136,745	Butter	220
Wire fencing, plain	161,160	Wall	1,670
Wire, telegraph and telephone	3,110	Printing	253,995
Wire netting	520	Wrapping	4,180
Wire, unenumerated	9,425	Writing	11,800
Iron and steel, unenumerated	130	All other	1,455
Jams, jellies, and preserves	55	Peas, split	545
Jewelry	5,430	Perfumery (perfumed spirits)	2,635
Lamps, lanterns, and lamp wicks	53,690	Toilet preparations	7,740
Lead manufactures	255	All other perfumery	1,905
Lead, sheet	200	Photographic goods	2,510
Leather and leather goods:		Cameras and lenses	6,170
Leather	88,075	Sensitized surfaces	510
Chamois	640	Pictures, paintings, etc	2,005
Boots and shoes, vamp and up- per	1,565	Picture frames and mounts	1,770
Unenumerated	225	Pitch	45
Licorice	190	Plants, shrubs, etc	240
Machinery:		Plate and plate ware	18,040
Agricultural	176,905	Plaster of paris	2,675
Plows and harrows	30,640	Portmanteaus and traveling bags	1,415
Dairying	3,950	Tobacco:	
Dairying, engines for	4,225	Manufactured	521,840
Dairying, boilers for	14,045	Cigars	9,870
Dredging	85	Cigarettes	187,055
Electric	13,785	Tobacco pipes and cases	530
Engines, steam	1,410	Tools and implements:	
Engines, gas	27,090	Axes and hatchets	46,065
Engine boilers	900	Engineers' machine tools	8,745
Flour milling	1,205	Scythes	500
Mining	59,645	Sheep shears	25
Portable traction engines	2,460	Spades, shovels, and forks	28,160
Printing	35,790	All other	146,045
Refrigerating	515	Tramway plate	615
Sewing and knitting	108,085	Turpentine	50,120
Wood working	87,045	Nets and netting	590
Woolen mill	585	Varnish and gold size	7,580
All other	82,500	Vegetables, fresh, dried, and pre- served	915
Material for and parts of	2,420	Vinegar	5
Manures, unenumerated	70	Watches	15,000
Marble, dressed or polished, manu- factured	75	Watchmakers' material	75
Matches and vestas	15	Wax, paraffin	57,390
Matches, wood	65	Beeswax	475
Mats and matting	535	Whiting	15
Meats, potted and preserved	405	Wine:	
Medicines, patent and proprietary	66,715	Sparkling	10
Sarsaparilla, not otherwise specified	1,690	Other	1,055
Metal manufactures	12,250	Wooden ware	69,075
Weighbridges and weighing scales	4,320	Woolen piece goods	120
Anchor	95	Blankets	480
Rivets and washers	2,170	Cotir flax and hemp	70
Tacks	1,785	Zinc manufactures	75
Typewriters	25,580	Minor articles required for making apparel	1,170
Metal sheathing, other than cop- per	80	Articles and materials suited only for and to be used solely in the fabrication of goods in the colony	570
Millinery	5	Miscellaneous goods:	
Iron nails	115,320	Manufactured	240
Naphtha	1,370	Unmanufactured	2,150
		Parcels post	3,080

Imports from the United States—Continued.

Articles.	Value.	Articles.	Value.
Printing material (stereotype matrices).....	\$80	Spirits:	
Type and material.....	4,620	Bitters, cordials, liquors.....	\$770
Provisions, not otherwise enumerated.....	470	Brandy.....	90
Pumps.....	5,890	Whisky.....	465
Putty.....	50	All other.....	5,470
Railway plant, not otherwise enumerated.....	2,255	Sponges.....	5
Resin.....	18,080	Starch.....	60
Rugs, all kinds.....	60	Stationery.....	23,010
Saddlery and harness, including whips.....	10,495	Apparatus for teaching.....	3,125
Harness collar checks.....	2,620	Stationery, bookbinders' material.....	690
Harness oil and composition.....	2,445	Material for cardboard boxes.....	7,250
Saddlers' ironmongery.....	8,805	Granite, dressed.....	285
Salt.....	4,495	Grindstones, whetstones, mill-stones, etc.....	3,220
Sashes, plain.....	10	Refined sugar.....	5
Sauces.....	75	Molasses and treacle.....	150
Sausage skins.....	40,125	Tanning material (bark).....	2,765
Seeds, grass and clover.....	61,175	Tar.....	25
Ship chandlery.....	1,715	Tents.....	10
Silks.....	180	Textile piece goods, other than silk, cotton, linen, or woolen.....	215
Slates, roofing.....	4,885	Timber, sawn:	
Powder.....	21,705	Undressed.....	9,830
Specimens illustrative of natural science.....	55	Dressed.....	10,310
Spices:		Tinware.....	5,465
Ground.....	50	Tinamiths' furnishings and fittings.....	65
Unground.....	25	Glucose.....	5,165
		All other articles.....	322,380
		Total.....	5,309,365

It will be observed that there was a large increase in the imports of the following articles from the United States during the past year: Boots and shoes, from \$102,800 to \$234,035; furniture, \$50,535 to \$81,425; hardware, \$147,315 to \$225,360; kerosene oil, \$253,455 to \$531,165; printing paper, \$175,425 to \$253,395; tobacco, \$456,655 to \$527,020; cigarettes, \$116,955 to \$137,055, and so on in many lines too numerous to mention in detail. If our people would give this market as favorable terms as Great Britain and Germany offer, namely, from thirty to ninety days' sight, our trade could be doubled in the next two years. Our manufactures are becoming more popular each year, and can, under the conditions above named, be sold in preference to any others.

I would again recommend that good agents, with samples of their wares, be sent here to personally canvass the trade. I lay stress upon this suggestion because I know what personal application has done for other countries. Correspondence is unsatisfactory. The great mistake our exporters make is in not furnishing samples. People want to know what they are buying.

DAIRY INDUSTRY.

The export of dairy produce from New Zealand has grown so steadily that it has reached third place in the list of agricultural products shipped out of the colony. In fact, the dairy industry promises to surpass in the value of exports the frozen-meat industry and to overtake wool. The value of dairy produce exported from the colony last year reached \$5,282,015. For the same period the value of frozen meat was about \$6,000,000 and of wool about \$20,000,000; but the increase in butter exports during the last few years has been seven times that of wool and fourteen times that of frozen meat. From 1891 to 1901, according to statistics, the exports of butter have

increased from \$500,000 to \$3,950,000, and cheese, during the same period, has risen from \$435,000 to \$1,329,000. It is thought, by the more sanguine dealers in the last two articles, that this rate of increase will continue. Creameries are being established and dairy factories are being built at almost as great a rate as ever, and there is an immense extent of dairying country yet to be settled.

DAIRY FACTORY SYSTEM.

In New Zealand, a well-equipped plant for a modern dairy factory costs from \$5,000 to \$12,000, and the cost of running it averages 1 cent per pound of butter or cheese produced. The prices paid by the factory to the milk suppliers range from 17 to 21 cents per pound of butter fat. In some cases, 24 cents has been given. These prices, compared with the 8 to 12 cents per pound given for ordinary farmers' butter, show why the factory system has grown in New Zealand, and what an immense advantage it has been to the farmer himself. It has not only allowed him 100 per cent advance in prices, but it has given him fresh skimmed milk for his pigs and calves, relieved the women from the labor of making butter, and saved him the trouble of finding precarious markets. The profits of dairy factories in this colony have not been made known to the public, and there are no means of obtaining a general average. Returns are available, however, for twenty-one dairying companies operating in New South Wales, which show that on the capital invested by the twenty-one companies (\$269,905) the profit, according to the half-yearly balance sheet, was 42½ per cent. In quality, New Zealand dairy produce ranks high, its butter commanding in the British markets something like \$1 to \$1.25 per hundredweight more than the New South Wales product and 50 to 60 cents more than that of Victoria. It averages, however, nearly \$2 per hundredweight less than Danish butter. New Zealand cheese occupies a unique position in the British markets, the best brands commanding a higher price than any others. It has the advantage, it is claimed, of arriving in England at a time of the year when prices are high and when there is no other fresh cheese of its class to compete with it. Its cool, mild flavor suits the popular taste, and there seems every chance of its finding a large market at profitable prices.

The factory system was slow in establishing itself in this colony, but, once established, its development was exceptionally rapid. Fifteen years ago there were 2 dairy factories in New Zealand; now there are 261 factories and 205 creameries.

DAIRYING IN AUCKLAND.

The dairying industry is making greater strides in Auckland than in any other province, partly because it was taken up later, partly because suitable land can be obtained cheaper than elsewhere, and partly because the mild climate enables grass and stock to thrive all the year round. In this province, during 1900, there was an increase in butter production of 99 per cent, and for the half year of 1901 another gain of 45 per cent. Three large butter and cheese factories, with attendant creameries, are to be started, this year, north of Auckland and 3 in the Waikato district, while several others are being arranged for. During the year 1899, the export of creamery butter from Auckland to Great Britain amounted to 12,120½ hundredweight

packages. In 1900, the total was 23,538½ hundredweight cases, while for the first six months of 1901 the amount reached 50,000½ hundredweight cases. This does not include the exports to Australia or to the islands, and the trade with these colonies is increasing rapidly. I think the quality of Auckland dairy produce, both butter and cheese, is improving. The old factories, which were indifferently equipped with machinery, are now being fitted with the latest appliances, including refrigerators.

GLASS FACTORY.

A large glass plant has been started in this city, with an American superintendent at its head and half a dozen expert American workmen in charge of the different departments. The superintendent tells me he can make a remarkably good quality of glassware. This industry will doubtless somewhat diminish the importations of American bottles and glassware.

SHEEP.

Increase in number of sheep since 1890.

1890	16, 116, 113	1896	19, 188, 498
1891	16, 753, 752	1897	19, 687, 954
1892	18, 570, 752	1898	19, 673, 725
1893	19, 380, 869	1899	19, 848, 506
1894	20, 230, 829	1900	19, 855, 195
1895	19, 826, 604		

LABOR LAWS.

On Monday last, a deputation representing several unions waited on the premier, with proposals which they thought would help the working of labor legislation. The deputation suggested that disputes should be heard in central places only. An association of unionists should be organized in each district and delegates appointed for the centers and subdistricts to represent the unionists before the board, and that the representatives of such associations should be given free passes on the railways. The premier, in his reply, made some general remarks as to the working of the system now in vogue. He had, he said, good reason for believing that, if things went on as they were going, there would be a breakdown. He had received a telegram from Auckland stating that 400 people had been cited in one case there. That was riding the thing to death and was unnecessary. Again, evidence was repeated ad nauseam, and the business of the boards was clogged by unnecessary repetitions, which seriously affected employers and employed. The result was that both sides were getting sick of it. He was sorry these things were happening, because they had a tendency to injure what he considered beneficent legislation. If the arbitration court did not get its work squared up, they would have to appoint an additional judge. Again, employers did not want to be everlastingly in a turmoil. There was difficulty in making an award for whole districts, as conditions varied greatly; yet he would consider the point. He could not countenance the proposal to give unionist delegates free railway passes, and thought unionists would have to act with great circumspection or they would have public opinion against them.

SINGLE TAXATION.

The city recently went to the polls to see if it would adopt single taxation; that is, if it would in the future tax only land values. This question has been one of long standing, and the excitement in connection with it had been at white heat for several weeks past. The single taxers were routed by a vote of over 2 to 1. The vote was, as a journal said, an emphatic expression of the temper with which the ratepayers regarded the proposal to exempt all improvements from local taxation and to depreciate land values by heaping imposts upon landed property. The result is all the more noteworthy, since the advocates of the new system regarded their victory as almost a foregone conclusion.

THE PROPOSED CITY LOAN.

A special meeting of the Auckland council was held recently to consider the proposals of the finance committee with reference to city improvements. The report recommended a total loan of £100,000 for the following purposes:

	Loan.	United States equivalent.	Interest, 4 per cent.	United States equivalent.
Fire brigade	£12,000	\$58,806	£480	\$2,896
Paving Queen street	8,000	88,962	320	1,557
Water-supply extension	25,000	121,068	1,000	4,867
Abattoirs	5,000	24,833	200	973
Refuse destructor	10,000	48,665	400	1,946
Town hall	25,000	126,539	1,040	5,061
Philson's land	10,000	48,665	400	1,946
Additional land	4,000	19,466	160	778
Total	100,000	486,651	4,000	19,464

The report of the committee was accepted by a unanimous vote, and the matter now goes to the taxpayers, with a probability of being carried by a large majority. The city has never had a paid fire department nor a steam fire engine, although it is fifty-odd years old, and has a population of about 70,000 people. With up-to-date improvements, Auckland could be made one of the prettiest cities in the world.

POST AND TELEGRAPHS.

The postmaster-general recently laid on the table of the house the report of the post and telegraph department for the year ended March 31 last. The report states that since sixpenny telegrams were introduced, four years ago, the value of paid telegrams has risen 29.68 per cent, a sure indication of the popularity of the sixpenny telegram. Another most gratifying result is that the excess of expenditure over revenue, which two years ago was nearly £30,000 (\$145,995), has fallen to £8,056 (\$39,205) for 1900. The postal work also continues to show steady and satisfactory increase, making due allowance for the loss on the penny post for the first three months of 1901.

Letters posted totaled 36,185,045, equal to 47.39 letters to each person, or an increase of 1,152,593. The number of telegrams of all codes forwarded was 3,898,128, an increase of 428,497. The deposits

in the post-office savings banks amounted to £4,170,428 (\$20,295,388), and withdrawals to £3,827,416 (\$18,626,120). There was to the credit of depositors, on December 31, £5,809,552 (\$28,272,185), as compared with £5,320,570 (\$25,892,554) at the close of the previous year.

Telephones.—There were 8,210 telephone exchange connections on March 31, and the subscriptions received amounted to £49,117 (\$239,027).

Penny postage.—In respect to penny postage, it is stated that although few foreign countries have been able to adopt a reciprocal penny rate, a large number have agreed to accept and deliver penny letters without surcharge, and at the congress of the Postal Union at Rome, in 1902 or 1903, it is hoped that an agreement may be reached as to the general adoption of penny postage. The adoption of the penny post by the colony, it was estimated, would involve a loss of £80,000 (\$389,320). The latest "counting," which was made last month, indicates that the number of paid letters posted increased 10,000,000 over last year.

Finance.—The total value of the telegraph and telephone business for the year was £222,305 (\$1,081,847), a gain of 15.56 per cent as compared with the previous twelve months. The number of telegrams of all codes forwarded was 3,898,128, an increase of 428,497, or 12.35 per cent over 1899–1900. There were 7,249 miles of line and 20,682 miles of wire at the close of the year, an increase of 339 and 1,454 miles, respectively. The net expenditure for telegraph extension was £50,100 (\$243,812), as compared with £26,771 (\$130,281) in 1899–1900. The total number of telegraph and telephone offices open at the close of the year was 991. Of these, 237 were telegraph and 754 telephone offices. The subscribers to the telephone exchanges increased from 7,150 to 8,210 during the year.

THE PACIFIC CABLE.

Doubtless Bay has been finally selected as the landing place in New Zealand for the Pacific cable. Plans have been prepared for the necessary buildings for offices and staff quarters, and everything should be in readiness by April next. It is expected that the cable will be entirely laid about the end of next year.

PROPOSED LEGISLATION.

Heated discussion, both in and out of Parliament, has been created by proposed legislation in regard to factories, peddlers and hawkers, ships and offices, and state fire insurance. The first act is called a bill to consolidate and amend the law relating to factories. In so far as it is a measure for consolidation, it will be an improvement, it is thought, as it is a great convenience to have only one act to refer to instead of several; but some of the so-called amendments, which are really new provisions, are regarded as inimical to the interests of manufacturers and employees alike.

Hours of labor are limited to forty-five, nominally, but by provisions insisting upon an interval of one hour after four hours of continuous work, are really reduced to forty-four hours per week, both for male and female workers. It is contended that sufficient protection is given women and young persons by the law as it now stands, making the legal term forty-eight hours per week. It would be unwise, it is claimed, to interfere with the rights of men in regular employment to make with their employers any arrangements they find

most suitable. As a proof of this, the arbitration court has already decided that, in boot manufacturing, it is necessary to fix the hours at forty-eight, in order to compete with foreign goods, notwithstanding a heavy protective tariff. The act also prohibits laborers working overtime for more than three hours in one day, or more than twice in a week, or more than thirty days in a year, or on any half holiday or holiday. The alterations, it is said, would seriously hamper many industries, especially in case of a sudden rush of work. For instance, if a steamer broke down and required repairs, it would be absolutely illegal by this act for an engineering firm to employ its ordinary staff of men for more than three hours overtime on any one day, or more than twice a week, or on any half holiday, under any circumstances. For these and many other reasons, it is thought this clause would prove unworkable.

It is also provided that all men shall receive full pay for six holidays during the year, for which employers get no return, and that women and young persons should be paid for more holidays than at present. In discussing this matter, the chamber of commerce passed a resolution to the following effect:

Your committee are of opinion that if this meddlesome class of legislation is to be chronic, continually interfering, as it does, with existing conditions in the working of factories, it can not fail to have a most injurious effect on the industries of the colony by disheartening the most pushing and energetic men and restricting the employment of capital, and will most assuredly retard the progress of the colony and diminish the earnings of the employees.

One speaker said that this legislation, which has for its aim the increasing of wages and the shortening of hours, tended naturally to increase the cost of production, with the result that other countries will eventually take what little export trade New Zealand has.

Manufacturers are now feeling very keenly the competition, not only from Australia, but from America and Germany. Notwithstanding the high duties ruling in New Zealand, other countries, with cheaper and more skilled labor, can land goods at less cost than the manufacturers here can produce them.

Another speaker said that many years ago, when there was a large fleet of schooners trading between here and the islands, there was a good trade in exporting biscuits. When he was in San Francisco recently, he called on several biscuit manufacturers, and ascertained that the hours of labor in biscuit factories there were sixty hours per week, ten hours every day, including Saturdays. He did not say New Zealand should go back to that, but he saw the effect while coming home in the mail steamer. Large quantities of confectionery were imported into New Zealand which could be made equally well in the colony, but it was cheaper to pay the duty of 2 pence (4 cents) per pound and import from America, England, or Germany. The imports from America in that line were increasing, large quantities being brought by every mail boat.

STATE FIRE INSURANCE.

The chamber of commerce adopted the following report on this bill:

We object to the government starting State fire insurance, because it is a direct interference with the business of its own taxpayers, which in principle is wrong. Carrying this principle further, it would be right for the government to start State butcheries, State woolen mills, State frozen-meat works, and, generally, to do all it can to defeat the private trade of its own population. We believe this to be subversive of the best interests of the colony. Further, the bill, in our opinion,

is unnecessary and unwarranted in every way. There are already some 24 companies doing fire-insurance business in New Zealand; therefore competition is very keen and rates can never become oppressive. It is proposed under this bill to sweep away power from these companies to underwrite in New Zealand for the future, which means that the present circulation of a very large sum of money in salaries, rates, and rents, and special taxation would cease, throwing out of employment numbers of intelligent, industrious, specially trained officers in the underwriting profession. It would also mean a serious reduction of the capital value of the shares of all the local companies, and result in permanent injury to large bodies of shareholders.

The State fire-insurance bill goes much further than a mere proposal to sanction the addition of fire business to the present life-insurance department of the government. Part 2 really indicates a confiscatory law. It proposes to suppress all private enterprise in underwriting and compel every owner of property in the colony to insure with the government at their valuation and at their rates. The manager of this proposed State fire company is to be endowed with enormous powers, and there is no appeal from his decisions. A careful reading of part 2 shows that the manager shall fix the actual insurable value of every building in the colony, and at such rate of annual premium as, having regard to all consideration of risk, he is willing to grant insurance for. Further, the manager may, from time to time, in his absolute discretion, amend the fire-insurance roll by removing any building from one class to another, by altering the insurable value of any building, or the rate of the premium. In cases of buildings already insured, the provisions of the last act are to apply upon the date of expiration of the current policy, being in no case longer than twelve months after the first coming into force of the roll. At the expiration of twelve months, every policy not expired shall be deemed to be canceled, and the owner shall be entitled to a proportionate refund of premium from the company that issued the policy. So that from the moment of passing this bill property owners will find themselves forced into the arms of the State fire company, whether they wish it or not. Freedom of contract becomes no longer possible, but it is replaced by compulsion under a confiscatory law. Further, "the policy may, in the absolute discretion of the manager, be canceled at any time by him, and in such case he shall refund to the policy holder any sum paid in respect of premiums, for the period subsequent to such cancellation." So that if the manager cancels a policy on any building such building has to go uninsured, because private companies would no longer be allowed to issue policies.

BOOTS AND SHOES.

In my last annual report, published in Commercial Relations for 1900, I mentioned the rapid growth of the exports of boots and shoes from the United States to this colony. My comments attracted a good deal of attention here and also in Great Britain. I notice by a recent journal that a British commercial agent in the United States has forwarded a report to his Government on this line of trade. He speaks of the increase which has taken place in the past few years, and dwells particularly on the exports to the United Kingdom, British West Indies, Australasia, and Africa. His figures show that American shoes are being pushed with success in places where, he thinks, those of British manufacture ought to have the monopoly. He maintains that either the Americans can undersell the British or that our shoes are of better quality. My own observations, so far as Australasia is concerned, are to the effect that the United States produces a superior quality of leather, and that our styles of boots and shoes are better than those of any other country. In a recent conversation with a prominent boot and shoe manufacturer in this city, I was told that the day was not far distant when American boots and shoes would practically drive those of local manufacture from the market. He said the United States had a better quality of leather, better machinery, and more experienced workmen. He also remarked that New Zealand cured leather was of a very inferior quality, because of the lack of knowledge in tanning. The Australian Leather Journal

recently said that the higher class of American boots could not be equalled by the product of any other country. Auckland has a number of business houses which handle American boots and shoes. These establishments show that our people are alive to the situation, and that they have shown greater enterprise in introducing their goods than many of their competitors.

The exports of boots and shoes from the United States to this colony alone increased from about \$10,000 in 1897 to \$102,800 in 1899, and it will be observed by reference to the detailed list (in this report) of our exports for the year 1900 that this line rose in that year to \$234,035; and this, in my opinion, is but the beginning. It has required hard work to successfully introduce American shoes into this market; the fight for supremacy has been long and bitter, but if American shoe manufacturers will keep their goods up to the standard, there need be no fear of diminution in the demand. The same remark may be made in regard to almost every manufacture imported from the United States by these people.

AUCKLAND HARBOR.

The harbor, near the wharves, is being improved. One part has been deepened to about 26 feet, to enable the large-cargo steamers to berth at the projected tee. The channel is being widened, also. The water at the outer berth of Queen Street Wharf is deeper than ever before, viz, 27 feet 6 inches at the outer eastern and 26 feet at the outer western tee. At the inner berths of these tees, there is 23 feet depth. The outer berth at the railway wharf is in the hands of a contractor, being deepened to 30 feet by means of a rock-chopping apparatus which appears to be doing its work very well. However, not much progress has been made so far, owing to breakdowns in the machinery and to the frequent interruptions through steamers berthing there to load frozen meat.

SHIPPING.

The shipping in all branches shows a satisfactory increase over last year, the arrivals, including all classes except provisional coasters, aggregating 889,144 gross tons. The departures aggregated 870,383 gross tons, being a gain of 64,826 tons and 82,199 tons, respectively, over the previous year. The development of the frozen-meat business promises to increase the number of large steamers visiting the port.

PILOT SERVICE.

The pilot's services have been much more used than for years past. This was chiefly caused by the quarantine of steamers from Sydney and elsewhere during the plague. Thirty-six ordinary merchant steamers, 16 mail boats, 4 war ships, and 4 sailers were piloted in, and 17 mail boats and 17 ordinary merchant steamers piloted out.

BUOYS AND BEACONS.

Two large new buoys were laid in important positions in Rangitoto Channel, replacing small and old ones. One of these was laid in the mouth of the Tamaki River, and marks a rock above low water which was considered to be a danger to yachts and other small craft navigating that part of the harbor.

THE TREASURER'S ANNUAL BUDGET.

The colonial treasurer, Mr. Seddon, who is also premier of the colony, has within the past day or two presented to the legislative council and house of representatives his budget for last year. He says that the revenue exceeded his most sanguine expectations; that, notwithstanding the remission granted in customs duties, railway freights, passenger fares, and the reductions in postal rates by the adoption of penny postage, there was a balance on the credit side amounting to £532,564 (\$2,591,723).

The actual revenue for the past financial year reached £5,952,705 (\$28,968,839), to which had to be added £52,800 (\$255,951) derived from the proceeds of sales of debentures for sinking-fund accretions and a small sum of £14,011 (\$68,185) recovered in connection with the expenditure of the previous year. This amount reached the large total of nearly £6,000,000 (\$29,199,000), and represented the largest volume of receipts in the colonial exchequer since its foundation. The expenditure for the year was £5,479,703 (\$26,666,975), which left a balance of £424,213 (\$2,064,433). The gross public debt on March 31, 1900, was £47,847,452 (\$232,849,625), and on March 31, 1901, £49,591,246 (\$241,335,799), an increase of £1,716,793 (\$8,486,174) for the year. The net debt on March 31 of last year was £46,557,751 (\$226,570,375). The treasurer expressed the opinion that the colony is in need of an increased population. There was an increase of population between 1891 and 1896 of 76,751, and between 1896 and 1901 of only 69,385, the Chatham and Kermadec islands not included. Of late, he noted, the steamers for Australia were greatly crowded, owing to the disposition on the part of the population to leave the country for New South Wales. This fact demanded the serious consideration of parliament.

RAILWAYS.

In connection with the working of railways during the last financial year, the treasurer said the fact that the Government controls the lines should not be lost sight of, as it had a very material effect on the results of the year. Since the Government took charge of the railways, regulations have been made of a more liberal character than heretofore; train services have been improved, speed increased, and additional trains run. He further remarked that the rapid and continued growth of the business of the railways, the principal highways between the various parts of the colony, was one of the best indications of prosperous conditions. The lines were taken over by the Government in January, 1895. At that time the number of miles of lines open for traffic was 1,993, and of train miles run, 3,221,620. The present mileage open is 2,112, and train miles run, 4,620,971. During the year ended March 31, 1895, the railways carried 3,905,578 passengers, 28,623 season ticket holders, 447,981 parcels, 750 passenger coaches, 705 drays, 40,890 cattle, 1,519,921 sheep, 43,292 pigs, 36,972 tons of lime, chaff, etc., 85,102 tons of firewood, 108,578 tons of timber, 388,566 tons of grain, etc., earned a gross revenue of £1,150,851 (\$5,599,643), and gave employment to 4,957 men. For 1901, they carried 6,243,593 passengers, 82,921 season ticket holders, 633,780 parcels, 1,336 passenger coaches, 1,566 drays, 72,668 cattle, 2,412,191 sheep, 51,059 pigs, 76,844 tons of chaff, lime, etc., 92,830 tons of firewood, 280,803 tons of timber, 712,571 tons of grain, 551,879 tons of merchandise, 1,366,21 tons of mineral; the gross revenue was £1,727,366 (\$8,406,227), and they gave employment to 7,793 men. He further

said that the capital cost of railways opened up for traffic was £17,230,328 (\$83,851,391), and the profit on working lines was £39,586 (\$191,645), as compared with £38,336 (\$186,562) for the last year. He thought that, in consideration of the fact that there had been a large reduction in passenger and other rates and an increase in wages, the figures were eloquent testimony to the State's management of the railways.

MANUAL AND TECHNICAL INSTRUCTION.

The treasurer thinks that the law offers a degree of encouragement to manual and technical education as liberal as is afforded anywhere. Inspectors have already visited every part of the colony, and have given model lessons and such information and advice as would enable local authorities to commence work on the best lines. Special grants have been given to boards of education to establish classes for giving manual instruction to teachers. The expenditure under the head of technical instruction, exclusive of grants for buildings, for the year ended March 31, 1901, was £2,690 (\$13,090), and the expenditure this year may be estimated at £15,000 (\$72,998), exclusive of building grants, which last year amounted to £2,178 (\$10,599).

GOLD MINING.

Gold mining, the treasurer said, is steadily progressing. The quantity of gold extracted last year was 389,558 ounces, valued at £1,513,175 (\$7,363,866), it being the highest for twenty-six years. The exports for the half year ended June 30 were 217,478 ounces.

STATE COAL MINES.

The treasurer thinks that the time has arrived when the colony should supply itself with coal. He says that the output at the present time does not adequately meet requirements. The annual consumption of coal for the different branches of the public service amounts to about 115,000 tons. The railways alone require 100,000 tons a year. Of this, 65,000 tons are bituminous coal. It is estimated that the bituminous coal should be obtained at 5s. to 7s. (\$1.21 to \$1.70) per ton less than is paid at the present time to private dealers in coal. The treasurer thinks that state coal mines would ameliorate the evil. He also thinks that, in due course of time, should it be necessary, the state could, in addition to supplying its own demands, extend the output so as to enable coal to be supplied to householders at reasonable rates. He thinks another valid reason why the state should control the mines is that, in the event of its being necessary, it could always have a good reserve of coal at centers throughout the colony to meet contingencies that might arise. During the recent visit of American and British warships, each one wanted large supplies of coal, but could not get it. The few that were successful in getting a small supply were obliged to pay fabulous prices.

GREATER NEW ZEALAND.

Since my last annual report, Cook Island has been annexed to this colony. The formal notification of this fact was made known by the governor on the 11th day of June.

FRANK DILLINGHAM, *Consul.*

AUCKLAND, *August, 1901.*

ANNEXATIONS TO NEW ZEALAND.

The visit to Auckland of the Duke and Duchess of Cornwall and York was made the occasion for the proclamation by Lord Ranfurly of the royal decree extending the boundaries of New Zealand over certain degrees of latitude and longitude in the South Pacific Ocean. The islands included in this colonial extension are the Cook Group, viz, Raratonga, Mangaia, Atiu, Aitutaki, Mitiaro, Mauki, and the Herveys, with the outlying islands, Niue, Palmerston, Pukapuka, Rakaanga, Manahiki, Penryn, and Suvarrow. It is not easy, even with the aid of an admiralty chart, to convey to a stranger an adequate idea of the sizes of these islands and their distances from New Zealand and from each other.

The smaller islands, Mitiaro, Mauki, and Tukatea, are situated near Atiu, to which island they were formerly subject. The Little Herveys—Manuae and Aotu—are about 66 miles from Aitutaki and have always been considered to belong to her. The center of the group is about 1,700 miles from Auckland. The following shows the sizes and positions of the several islands forming the Cook Group:

Raratonga.—Distance from Auckland, 1,638 miles; circumference, 20 miles; height, 2,920 feet; population, 2,000.

Mangaia.—Distance from Raratonga, 116 miles; circumference, 30 miles; height, 656 feet; population, 2,000.

Atiu.—Distance from Raratonga, 116 miles; circumference, 20 miles; height, 374 feet; population, 800.

Aitutaki.—Distance from Raratonga, 140 miles; circumference, 12 miles; height, 366 feet; population, 900.

Mauki.—Distance from Raratonga, 150 miles; circumference, 6 miles; height, to top of trees, 100 feet; population, 400.

Mitiaro.—Distance from Raratonga, 140 miles; circumference, 5 miles; height, to top of trees, 80 feet; population, 275.

Tukatea.—Distance from Raratonga, 125 miles; circumference, 5 miles; height, 50 feet; population, none.

The Herveys (Manuae and Aotu).—Distance from Raratonga, 120 miles; circumference, 5 miles; height, 60 feet; penal settlement.

Total area, about 150 square miles; total population, about 6,500.

OUTSIDE ISLANDS.

Niue.—Distance from Raratonga, 580 miles, west by north; height, 200 feet; area, about 100 square miles; population, 4,500.

Palmerston.—Distance from Raratonga, 273 miles, northwest; atoll, 4 miles by 2; height, 60 feet; population, 100.

Penryn or Tongarewa.—Distance from Raratonga, 735 miles, north by east; atoll, 12 miles by 7; height, 60 feet; population, 466.

Humphrey or Manahiki.—Distance from Raratonga, 650 miles, north by west; atoll, 6 miles by 5; low; population, 560.

Rierson or Rakaanga.—Distance from Raratonga, 670 miles, north by west; atoll, 3 miles by 3; low; population, 370.

Danger or Pukapuka.—Distance from Raratonga, 700 miles, northwest; atoll, 3 miles by 3; low; population, 400.

Suvarrow.—Distance from Raratonga, 530 miles, north-northwest; atoll, with harborage; low.

The total area of New Zealand extended is about 280 square miles, with an estimated total population of 13,000.

EXPORTS AND IMPORTS.

The value of goods imported into Raratonga for the Cook and other islands for the year was, from New Zealand, £15,137 (\$73,664); from Tahiti, £7,724 (\$45,312.85); total, £21,861 (\$106,387). Exports for same period from Cook Group to New Zealand, £17,000 (\$82,731); to Tahiti, £2,904 (\$14,132); total, £19,904 (\$96,863); from Penryn and other islands, via Raratonga, £1,956 (\$9,519). The exports from Cook Islands comprise copra, 33 per cent; fruit, including lime juice, 33 per cent; coffee, 30 per cent; cotton and other goods, 4 per cent. From Penryn and other islands, pearl shell, 90 per cent; copra, 10 per cent.

RARATONGA.

The seat of government of Cook Islands—the double townships of Avarua and Avitiu—is situated on the north or lee side of the island of Raratonga, opposite two small openings in the Barrier Reef. The former has the advantage of a boat harbor, where small craft can be moored in safety when the wind is not blowing in from the sea. It has also the wharf and sheds of the United States Steamship Company. The adjoining town of Avitiu is the central depot of Messrs. Donald & Edinborough's island business, where they have a wharf, warehouse, stores, and offices.

FRANK DILLINGHAM, *Consul*.

AUCKLAND, *December 12, 1901.*

NEW ZEALAND AND AUSTRALIA'S NEW TARIFF.

The Australian Commonwealth tariff, which has made its appearance, threatens to change the trade relations of New Zealand with the Australian States. Roughly speaking, New Zealand's exports to Australia amount to £1,000,000 (\$4,866,500) per annum and its imports are about £500,000 (\$2,433,250). The industry that is threatened most severely is timber, of which an enormous and increasing trade with Australia has been developed—£178,400 worth in 1899—chiefly to Victoria and New South Wales. As the tariff now reads, it will cripple the sawing trade of the Kaipara, as baulk timber is free and sawn timber is subject to a scale of duty according to size. The matter will shortly be discussed in Wellington by representatives of the timber companies of the colony, who are being called there by the premier.

Maize will be another sufferer, as large quantities are shipped to Australia, and this demand has generally kept the market up. It is not as if New Zealand were treating with the several States separately, as, for instance, last season, when Queensland took large quantities in spite of a duty. Then this colony was on the same terms for supplying Queensland as were New South Wales and Victoria. But now the continent is one huge preserve, and in the case of maize, there would need to be a drought through the whole of Australia before New Zealand grain would come in. The bulk of the oats sent to Australia was probably shipped on to South Africa, and New Zealand will now have to send there direct. The trade with Fiji will doubtless improve. The Commonwealth has placed a duty of 1 s. (24 cents) per bunch on bananas, so that they will have to be sold here instead of in Sydney. Fiji will buy from the market that takes its fruit and sugar.

THE TRADE WITH THE COMMONWEALTH.

The following table, showing the distribution of New Zealand exports to the Commonwealth in 1899, is taken from the report of the federation commission:

Articles.	Value.		Articles.	Value.	
	English currency.	United States currency.		English currency.	United States currency.
Oats.....	£180,712	\$379,435	Barley.....	£17,007	\$32,764
Timber.....	178,399	368,179	Oatmeal.....	16,924	79,235
Cheese.....	57,985	282,184	Seeds.....	15,794	76,570
Butter.....	57,506	279,858	Leather.....	14,683	71,455
Malt.....	41,253	200,758	Fish, frozen.....	12,931	62,929
Wheat.....	37,047	180,289	Preserved milk.....	9,896	45,434
Potatoes.....	36,894	179,545	Flour.....	8,272	40,256
Flax.....	28,524	138,812	Hams.....	7,857	38,236
Hides.....	26,763	130,242	Woolen piece goods.....	6,981	33,973
Tallow.....	26,009	126,573	Onions.....	6,876	36,462
Wool.....	25,480	123,901	Fish, potted and preserved.....	5,725	27,861
Hops.....	25,378	123,502	Miscellaneous.....	89,016	438,196
Maize.....	24,917	121,250			
Meats, preserved and potted.....	18,010	87,645	Total.....	1,000,319	4,868,052

REVENUE RETURNS.

The publication of the revenue returns for the colony for the six months ended September 30, 1901, draws attention to the fact that the customs duties for the port of Auckland during that period show an increase over the corresponding six months of last year. The returns of other ports are not available for the purpose of comparison, but it is gratifying to note the increase as far as Auckland is concerned, especially in view of the reduced tariff.

FRANK DILLINGHAM, *Consul*.

AUCKLAND, *October 18, 1901.*

QUEENSLAND.

BRISBANE.

I submit a statement of the commerce and industries of Queensland.

The figures given are from the latest available returns, viz, for the year ended December 31, 1900:

Imports and exports of Queensland for 1900.

IMPORTS.

From—	Amount.	From—	Amount.
United Kingdom.....	\$15,069,585.74	South Sea Islands.....	\$408.02
Australasia.....	15,091,435.01	Italy.....	15,635.06
British Possessions.....	901,577.52	Belgium.....	125,137.13
United States.....	1,737,943.94	Switzerland.....	9,382.61
Germany.....	1,817,990.12	China.....	173,993.57
France.....	193,298.18	Other foreign countries.....	109,138.13
Japan.....	168,818.88		
Philippine Islands.....	27,262.18	Total.....	34,961,480.96

Imports and exports of Queensland for 1900—Continued.

EXPORTS.

To—	Amount.	To—	Amount.
United Kingdom	\$15,921,513.91	China	\$265,370.24
Australasia	26,707,974.89	Japan	156,550.43
British Possessions	2,207,434.06	Philippine Islands	515,917.18
United States	12,536.09	South Sea Islands	37,506.06
South America	5,319.07	Other foreign countries	276,397.74
Germany	349,254.10		
France	172,397.01	Total	46,628,671.88

Large quantities of Queensland produce are sent to Sydney, New South Wales, and are exported thence to other Australian States and foreign countries. There being comparatively few vessels from Queensland to foreign ports, the principal steamship lines having their termini at Sydney, the products of Queensland go in a large measure to swell the foreign exports of the southern States of Australia. This is notably the case with wool.

Imports.

Articles.	Value.	Articles.	Value.
Cotton, woolen, silk, and linen piece goods	\$3,276,157.00	Timber, cement, slate, doors, and building material	\$411,865.25
Manufactured articles of cotton, woolen, silk, and linen piece goods, hats, haberdashery, etc.	3,515,871.05	Patent leather, etc. (leather cut into shapes)	185,919.75
Boots and shoes	410,359.13	Hemp, flax, jute, and other fibers	102,016.45
Bags, sacks, wool packs, cordage, twine	645,404.96	Hides, skins, horns, tallow, etc.	28,400.90
Metals, including wire	842,142.96	Guano, manure, bones	24,497.95
Manufactures of metals, including machinery hardware	5,773,756.73	Bullion and specie (coin)	1,759,079.15
Arms, ammunition, powder, dynamite, etc.	516,345.40	Spirits, wine, and beer	1,406,374.70
Sewing machines	70,061.97	Tobacco, cigars, and snuff	446,579.25
Glassware, earthenware, and porcelain	399,397.85	Hops	80,949.35
Acids, alkalies, chemicals, drugs, including opium, gums, etc.	1,109,124.01	Malt	217,649.35
Paints, window and plate glass, paper hangings, etc.	369,323.41	Sugar	2,676.55
Furniture, brughware, oilcloth, matting, wooden ware, etc.	608,487.68	Tea	660,077.45
Paper, books, stationery, printing material	1,077,593.96	Coffee, cocoa, etc.	143,673.15
Saddlery and harness, leather ware	190,303.96	Candles	20,911.85
Fancy goods, combs, perfumery, toys, etc.	427,429.55	Oils in bulk, kerosene, linseed, castor, Chinese, etc.	607,305.13
Musical instruments	224,964.50	Oilmen's stores	1,933,504.25
Jewelry, watches, clocks, plated ware, and scientific instruments	522,578.87	Rice	222,730.00
Coal, coke, shale	158,910.70	Flour, grain, maize, oats, barley, wheat, etc.	2,704,557.40
		Green fruit, seeds, plants, vegetables	832,925.30
		Horned cattle, sheep, horses, pigs, etc.	683,660.52
		All other miscellaneous personal effects, etc.	827,557.05
		For Government account, stores, railway materials, etc.	1,522,779.00
		Total	34,961,478.46

Exports.

Articles.	Value.	Articles.	Value.
Gold, in dust and bars	\$12,042,786.90	Preserved meat, salt meat, and frozen meat, etc	\$7,600,928.00
Gold cyanide	1,583,768.85	Rum, colonial	12,998.40
Gold ore, concentrates	94,517.15	Sugar, colonial	3,257,581.55
Silver bullion, silver gold (ore), silver-lead bullion	158,482.45	Tallow	1,496,151.90
Silver ore	9,012.75	Timber	86,341.60
Copper ore, smelted and matte	216,457.05	Wool:	
Tin ore, and smelted	899,115.60	Clean (weight 15,498,362 pounds)	4,936,562.45
Specie (coin)	179,408.40	Greasy (weight 33,757,080 pounds)	5,706,651.65
Drapery, apparel, silks, etc.	205,570.70	Live stock (horned cattle, sheep, pigs, etc):	2,923,967.85
Shell fish (oysters) and beche de mer	88,672.50	All other exports	1,719,800.40
Fruit, green	507,999.30		
Grain, pulse, etc.	27,052.85	Total	46,628,671.45
Hides and skins	2,665,101.10		
Pearl shell and tortoise shell	638,202.55		

Statistics of Queensland for the year 1900.

Area of colony:		
Mainland	square miles ..	666,256
Islands	do	2,241
Total		668,497
Population		503,266
Area under crops:		
Oats, barley, rye, rice, wheat	acres ..	79,304
Maize	do ..	127,974
Potatoes	do ..	14,644
Sugar	do ..	108,535
Vines	do ..	2,019
Other crops	do ..	124,265
Total		456,741
Live stock:		
Horses		456,788
Horned cattle		4,078,191
Sheep		10,339,185
Pigs		122,187
Railways, open	miles ..	2,801
Electric telegraph	do ..	10,221
Artesian flowing bores now running		515
Coal:		
Total quantity raised in 1900	tons ..	497,132
Value		\$845,335.40

MINING.

	Quantity.	Value.
Gold raised	968,189 ounces ..	\$13,975,171.85
Silver lead raised	112,990 do ..	61,662.95
Copper raised	384 tons ..	112,127.15
Tin raised	1,123 do ..	360,330.50
Coal raised	497,132 do ..	845,335.40
Opal raised	7,500 do ..	86,488.75
Total		15,391,514.60

REMARKS.

Since my report in 1898, the Queensland government has obtained two of the Lindon Bates suction dredges, one of which, the *Samson*, is the most powerful in the world, and they are now employed in deepening the waterway. At present, the official depth of the channel for vessels is 21 feet, but in a few months this will be considerably increased, and within three years it is expected that vessels drawing 26 feet will be able to come up to the wharves in the heart of the city.

In addition to the facilities mentioned in my last report, the Canadian Pacific Line of mail steamers runs regularly every four weeks from this port via Honolulu to Vancouver, British Columbia.

The following table shows the acreage under cultivation from 1898 to 1900 in the crops mentioned below:

Crop.	1898.	1899.	1900.
	<i>Acres.</i>	<i>Acres.</i>	<i>Acres.</i>
Sugar	111,012	110,857	108,535
Tobacco	617	745	865
Coffee	432	495	537
Cotton	1		
Wheat	46,219	52,527	79,804

The severe drought which has afflicted the State of Queensland for the past two years is now broken, except in a few isolated parts, but there are still some cases where wool that was shorn two years ago has not yet reached the coast for shipment; it is en route, the teams being unable to cross the dry areas. In all other respects, the prospect for the State during the coming year is bright.

W. J. WEATHERILL, *Consular Agent*.

BRISBANE, *August 29, 1901.*

TOWNSVILLE.

Speaking commercially, Townsville occupies the most "strategic" position on the extensive seaboard of Queensland, as it lies approximately midway between Cape Moreton (in the south) and Thursday Island (in the north), being, in round figures, 970 miles from the former and 960 miles from the latter. From its conspicuously favorable site as a commercial center and because of the immense and varied natural resources of its hinterland, Townsville is known as "The Queen City of the North" of Queensland, and there is no risk in the prediction that no other port of the vast seashore of that State will be able to wrest from it the supremacy which it has enjoyed for many years past.

The harbor of Townsville is situated at the bottom of Cleveland Bay. It is sheltered from north to northeast by Magnetic Island, so named by Captain Cook when, in his memorable voyage of discovery in the *Endeavor*, he found that his compasses had gone wrong as his ship was abreast of the bold island, which is situated some 8 miles from the mainland. To the northwest and east, this bay has no nearer shelter than the Barrier Reef, about 40 miles away. The bottom of the bay is very shallow, the water sloping gradually from the beach to 30 feet of water 7 miles from the shore, so that the harbor entrance,

1 mile from the beach, had originally only about 11 feet of water. The tide rises about 10 feet 6 inches at springs and about 6 feet at neaps, but during the winter, the range of tide is only about 4 feet.

HARBOR WORKS.

The city of Townsville is situated on the banks of Ross Creek, a salt-water branch of the Ross River which discharges into Cleveland Bay about a mile to the south of the city. Owing to the large pastoral, mining, and other industries in the back country, successive governments of Queensland many years ago recognized the necessity of providing extensive shipping facilities for the port, and as far back as 1885, the services of the eminent engineer, Sir John Coode, were secured to report on the best means of constructing a harbor and affording protection to vessels, all of which were at that time compelled to anchor in Cleveland Bay and discharge their cargoes into lighters, which were then brought in on the tide to the wharves situated in Ross Creek. Acting on the advice of the expert referred to, the government constructed two breakwaters at the mouth of the creek, inclosing an area of about 200 acres, mostly shallow water, which it was proposed ultimately to dredge out, making a safe and commodious harbor supplied with wharves suited to and commensurate with the trade of the port. The breakwaters were built, but little dredging was carried out for some time. In 1896, however, an act of Parliament was passed creating a harbor board for Townsville, and the government handed over the works as they stood to the board. Up to that time, the expenditure on them was approximately £300,000 (\$1,459,950). In the following year, the city was unfortunate enough to receive an unwelcome and disastrous visitation in the shape of a cyclone, denominated "Signia" by the government meteorologists, and the cost of repairing the damage done to the breakwaters by the destructive gale was £27,000 (\$131,396). After obtaining the best professional advice procurable, the harbor board decided not only to make wharves alongside the eastern breakwater, as originally proposed, but also to dredge a channel 15 feet deep by 200 feet wide into Ross Creek to the existing wharves, and there to widen the channel to 600 feet, so as to form a swinging basin 1,500 feet in length. The greater portion of the creek frontages on the city side of the stream are the property of the board, while all of the frontages on the opposite, or Ross Island, side are also vested in them. On the latter side, it is proposed to build wharves to accommodate the coastal traffic the whole length of the swinging basin, viz, 1,500 feet, and to dredge it out to a depth of 20 feet alongside. This depth can not be obtained on the city side of the creek, owing to the rocky bottoms.

The foregoing works have been pushed forward as fast as the means at the disposal of the board would permit. An 1,800-foot run of wharves has been constructed at the eastern breakwater in what is called the outer harbor, and the water alongside these wharves has been deepened to 26 feet. The wharves have ample siding accommodation, and are connected with the State railway, so that goods go direct from the steamers into railway trucks. An approach channel 1,700 feet long and a swinging basin 500 feet wide have been dredged to a depth of 17 feet low water, while the channel outside the harbor to the deep water of Cleveland Bay has been dredged to the same depth for a length of 5,000 feet. As there is from 10 to 12 feet rise

and fall of tide, it has not been thought necessary to give a greater depth than 17 feet low water until the works are further advanced. With regard to the inner portion of what is known as the "comprehensive scheme," the works are being rapidly pushed forward. A channel of a depth of 15 feet at low water has been dredged for a length of 4,000 feet from the entrance toward the city, and at this point the rocky bottom of the creek crops up and requires blasting before the dredge can be of any service. This rocky bottom continues for about a quarter of a mile, and again dips below the required depth before the inner swinging basin is reached. The rock formation is granite, and in dealing with this, machine drills, driven by compressed air, are used. These drills bore holes 3 inches in diameter to a depth of 18 feet below low water. The working face at present is 70 feet. A row of holes, 14 or 16 in number, is drilled along this face, and they are then charged with selignite to the top, and the whole row is fired at once by electricity. Another row is then put down and the operation repeated; from 300 to 400 pounds of explosives being fired at each blast. The shock is so severe that the solid granite is broken up into pieces sufficiently small for the dredge to pick up with her buckets in the ordinary way.

The commencement of drilling and blasting the rocks in the creek was considerably delayed, owing to the difficulty in procuring the necessary plank and machinery, and this was only ready for work on the 30th of March last. The installation consists of four 5-inch Ingersoll Sergeant drills, the power being supplied by a 100 indicated horsepower horizontal engine, driving an air compressor of the ordinary type, the whole being mounted on a pontoon 85 feet long by 30 feet beam, specially built for the purpose. This arrangement of machinery is most satisfactory. The rock met with varies much in character. Where the solid granite is found, the drilling is easy; a 3-inch hole 9 feet deep can be put down in about an hour and a-half; but in the broken ground with clay leaders, the work is very much slower. The total rock of all classes drilled and blasted up to June 30 last, was 11,804 cubic yards. The cost, including explosives and all charges, has averaged 9s. 3d. (\$2.25) per cubic yard. To this must be added the cost of special plant, which has to be spread over the whole quantity to be dealt with. Adding the proportionate amount of this to the cost of the work as above, gives a total of 12s. 4d. (\$3) per cubic yard. As the board now has an electric-light plant for the drilling pontoon so that the work may go on continuously, future progress will be more rapid and the resulting cost comparatively less.

To "ancient mariners" and the old settlers who remember the early days of Townsville, the transformation effected by the harbor improvements calls for continued comment. The Townsville harbor works prove conclusively how a comparatively open roadstead can, by judicious labor and expenditure, be converted into a safe resting place for large ocean-going steamers and sailers.

Now, the western breakwater is 5,400 and the eastern 4,100 feet long. The width of the entrance in the sailing course is 350 feet, but the western wall being inside of the end of the eastern, the actual width is 700 feet. The total area inclosed is 177 acres, but, excluding rocky shoals near the shore, the available area is about 145 acres. The estimated cost of the works at present in hand is about £250,000 (\$1,216,625).

When the rocky bar in Ross Creek has been removed, an inner swinging basin 600 feet wide will be dredged out, and this will be sufficient for any vessels trading on the coast. Wharves will then be constructed on each side of the basin, and, although not included in the present scheme, it is a foregone conclusion that communication will be completed between the wharves on the right bank of Ross Creek and the Government railways. The property on each side of the creek, with the exception of three small wharves, is vested in the board, and it will doubtless be the policy of that body to acquire all frontages before the works are completed, by which means the board will secure the whole revenue from the trade of the port. This must prove a valuable income, when it is noted that the imports and exports in an ordinary season amount to nearly £3,000,000 (\$14,599,500). There is no question about money being forthcoming to carry out the whole of the projected work, as loans can be got from the Government, and the present income of the board is more than sufficient to cover the terms thereof.

TRANSPORTATION.

Townsville has been for many years past a port of call for the British-India steamers. The Slevie liners of 8,000 tons now come right up to the wharves in the harbor. The North German Lloyd has a regular service coastwise from the Dutch East Indies to Sydney via Townsville, joining the mail line of that company at either end of the service. The German-Australia Line also runs a regular steamer monthly, and recently, this port has become an important center for the shipment of horses to India. Townsville is, further, the port whence shipments of meat are made from three freezing works in the interior, which dispose of 1,000 bullocks per diem, the hind quarters being shipped whole and the rest of the beef tinned.

SHIPPING.

During the year ended June 30, 1900, 182 vessels loaded 15,380 tons of cargo over the wharf and 203 vessels discharged 52,084 tons onto it for transit by rail. A very large quantity of goods was also loaded from and discharged into lighters by vessels berthed at the wharves of the harbor board. For the corresponding period ended June 30 last, 499 vessels, having a total registered tonnage of 696,931 tons, discharged 122,146 tons of cargo, of which 40,107 tons went over the jetty wharf, and loaded 63,346 tons, of which 8,786 tons went over the wharf, the remainder being lightered.

TRADE.

At the present time, unfortunately, the whole of North Queensland is suffering from the effects of a very abnormal and prolonged drought, and this has naturally seriously reduced the exports from Townsville. In 1895, 1896, and 1897, previous to the drought, the exports averaged, in round figures, two millions per annum, while the imports were in value between £600,000 (\$2,919,900) and £700,000 (\$3,406,550). In 1871, the imports were £115,808 (\$563,580) and exports £348,905 (\$1,697,946); in 1881 imports were £299,422 (\$1,457,137) and exports £445,938 (\$2,170,157), and for the year ended June 30 last, imports

amounted to £842,848 (\$4,101,820) and exports £1,883,931 (\$9,168,150). The details of the exports were:

Articles.	Quantity.	Value.	
		English currency.	United States currency.
Bones..... tons	346½	£1,418	\$6,876
Gold:			
Pure..... ounces	257,904	868,496	4,102,208
Cyanide..... do	157,716	247,074	1,202,887
Hides..... number	41,889	38,169	185,749
Horns and hoofs..... tons	54½	795	3,889
Live stock (horses)..... number	446	2,864	13,988
Manure..... tons	538	2,015	9,806
Ores:			
Copper..... do	198	4,062	19,768
Gold..... ounces	688½	20,716	100,814
Tin..... tons	20½	1,465	7,180
Other..... do	189	4,069	19,948
Provisions:			
Beef, frozen..... pounds	4,987,450	62,187	302,638
Mutton, frozen..... do	18,588	220	1,071
Meats, preserved..... do	2,444,325	32,456	157,947
Extract..... do	68,272	11,227	54,636
Silver, bullion..... ounces	2,823	802	1,470
Sugar:			
Raw..... tons	3,958	38,231	186,060
Refined..... do	117	1,873	9,110
Skins:			
Sheep..... bales	1,323	9,922	48,295
Marsupial..... do	867	3,049	17,758
Tallow..... tons	1,203	27,029	131,537
Wool:			
Clean..... pounds	4,137,758	220,538	1,267,908
Greasy..... do	5,400,967	203,643	991,029
All other exports.....		46,437	226,229

It will be seen that the export trade consists principally of wool, hides, tallow, frozen meat, and gold.

The Townsville customs collections for the year ended June 30 last were £229,683 (\$1,117,752).

GOLD OUTPUT.

This port is fortunate in having at its back and within 84 miles by rail such a wealthy gold field as Charters Towers, which still produces large quantities of the precious metal. A comparison of its yield with that of Bendigo, the famous Victorian field, for the first six months of the present year, can not prove otherwise than interesting, and is as follows:

Charters Towers:			
Gold..... ounces	92,298		
Bullion..... do	75,216		
Dividends.....	£149,581	(\$727,936)	
Calls.....	£14,880	(\$72,413)	
Bendigo:			
Gold..... ounces	84,607		
Bullion.....	Nil.		
Dividends.....	£80,067	(\$292,316)	
Calls.....	£68,614	(\$308,577)	

RAILWAY EXTENSIONS.

The large pastoral districts in the northern and western interior of Queensland have important commercial relations with Townsville, and the extension of the railway to Winton, though practically encroaching on territory claimed by the people of the central division of the

State as naturally belonging to their principal port, Rockhampton, has given a further advantage to Townsville which promises to be of considerable value. The harbor work done by the Government and the pushing out of the Northern Railway to Huyhanden, the principal town of the rich Flinders squatting district, of necessity provided further facilities for traffic directed toward Townsville. The construction of the railway into the interior concentrated in this city the products of very large and fertile districts.

NOTES.

A summary of receipts for the year under review shows a grand total of £59,730 17s. 3d. (\$290,680), inclusive of £20,000 (\$97,330) on loan account and £24,335 (\$118,426) under the heading of Government endowment. The statement of wages paid on works and maintenance for the year puts the sum so disbursed at £33,605 16s. 10d. (\$163,543), while the total of expenditure on works from fund account stands at £21,134 2s. 9d. (\$102,850), and under the comprehensive scheme at £61,274 19s. 9d. (\$298,194).

The harbor-board wharves are something more than a mile from the city by road, Ross Island being reached either by way of the Victoria Bridge or by ferry over the creek. Both routes are well patronized, although, of course, the bridge is the only one practicable to vehicular traffic or horsemen. A well-macadamized street from the bridge gives access from the town to any part of the long run of wharfage, and it is now a much-frequented thoroughfare.

The harbor board's engineer is Mr. G. H. Royce, a gentleman of mature experience and known energy and ability. He was engaged toward the close of 1899, but did not take charge of the works until May of last year. The term of his engagement indicates that for a considerable length of time yet to come, the harbor improvements of Townsville will be in hand, but it is safe to say that when they are completed, the port will be in most important particulars one of the best and roomiest in the Southern Federation of States.

J. H. ROGERS, *Consular Agent*.

TOWNSVILLE, *September 16, 1901.*

TASMANIA.

The total imports of this colony in 1900 were \$10,088,595, and the total exports \$12,263,071.

The imports from January 1 to June 30, 1901 were \$4,784,922, and the exports \$7,387,527.

The increase in imports over 1899, viz, \$166,981, was due in a measure to an exceptional cause. Railway construction, since completed, was proceeding, and led to imports not only of materials, but also of the necessities of life for the people employed.

With the exception above referred to, there is nothing in the imports to call for remark. I can only repeat previous statements, that there is no means of arriving at the value of American goods imported. Of the exports, metals—copper, tin, galena, and gold—represent \$7,984,860.

Trade throughout the past year continued good. Although, owing to deficient rainfall, the productions of the soil were less than in the previous year, the mineral exports more than compensated for the loss.

On January 1, 1901, this State became one of the six States of the Australian Commonwealth. Until the introduction of a general tariff, the effect of the change was not perceptible. With the initiation of free interstate trade, the operation of the tariff is thought likely to prove beneficial to Tasmania. How far the protective character of the tariff is liable to check the imports of our manufactured goods, time alone can determine.

The last census, taken on the 1st of April, disclosed the fact that the population was 172,500, or 10,000 less than was estimated.

A. G. WEBSTER, *Consul*.

HOBART, *October 18, 1901.*

VICTORIA.

In the official statistics of the year 1900, an increase of over \$1,000,000 is shown in the imports of American goods into this State. American products and manufactures have never been more widely and favorably known in Victoria than at the present time, and further expansion may confidently be anticipated. The imports of our goods into Victoria during the year amounted in value to \$7,609,400, against \$6,442,062 in the previous year, or as much as those from France, Germany, Belgium, Norway, and Sweden combined.

The total imports of the State during 1900, as shown by official returns, amounted to \$91,509,055 and the exports to \$87,112,760. This trade was distributed among the various countries, as follows:

Country.	Imports from.	Exports to.
Great Britain	\$35,275,140	\$31,818,425
Other Australian States	33,846,000	23,519,050
United States	7,609,400	1,485,640
Germany	3,880,280	1,643,815
India	3,193,545	6,280,500
Java	1,701,225	99,955
Norway	1,127,015	-----
France	1,068,015	3,653,325
Belgium	903,155	1,016,225
China	972,060	919,695
Japan	410,065	17,680
Straits Settlements	208,060	101,830
Italy	261,225	54,190
Canada	233,045	-----
Philippine Islands	261,560	137,510
Burmah	89,015	20,530
Peru	85,060	-----
Sweden	71,000	-----
Greece	48,005	-----
Asia Minor	33,305	-----
Christian Island	30,250	-----

The following are given as the principal articles imported and exported by Victoria during the year 1900:

Principal imports.

Articles.	Value.	Articles.	Value.
Apparel and slops.....	\$1,136,990	Linen piece goods and manufac- tures.....	\$290,135
Arms, ammunition, and explosives.....	604,220	Live stock:	
Bags and sacks.....	1,378,735	Cattle.....	1,007,590
Beer, cider, and perry.....	478,845	Horses.....	1,258,400
Bicycles, etc., and parts.....	781,515	Sheep.....	2,219,110
Biscuits, bread, and dough.....	8,910	Pigs.....	4,420
Books.....	960,530	Machinery:	
Boots and shoes.....	245,210	Agricultural implements.....	447,060
Brushware.....	89,900	Cream separators.....	185,805
Butter.....	7,470	Sewing machines.....	202,950
Candles.....	52,675	Other.....	929,265
Carpeting and druggeting.....	381,470	Matches and vestas.....	121,345
Cement.....	110,875	Meats:	
Cheese.....	19,240	Fresh beef and mutton.....	2,840
Coal.....	2,018,615	Frozen beef.....	29,045
Cocoa and chocolate.....	279,060	Frozen mutton.....	218,610
Coffee.....	190,315	Bacon and ham.....	4,875
Confectionery.....	120,800	Preserved.....	47,000
Corks, cut.....	85,900	Salted.....	6,080
Cotton piece goods and manufac- tures.....	6,334,640	Medicines.....	310,275
Cutlery.....	199,770	Metals:	
Drugs and chemicals.....	738,635	Iron and steel (unmanufac- tured).....	485,800
Dyes.....	169,255	Iron manufactures—	
Earthenware, brown ware, china ware, tiles, etc.....	508,830	Pipes.....	423,665
Fancy goods.....	456,360	Wire and wire netting.....	636,075
Fish:		Railroad rails, etc.....	317,245
Fresh.....	77,030	Iron and steel cordage.....	143,140
Preserved and salted.....	431,945	Plated and mixed metal ware.....	307,390
Shell.....	77,660	Other metal manufactures.....	1,996,835
Fruit:		Milk, preserved.....	40,920
Fresh.....	885,810	Musical instruments.....	668,315
Preserved and dried.....	325,435	Mustard.....	74,430
Furniture and upholstery.....	286,465	Oil and other floor cloths.....	642,840
Glass and glassware.....	531,835	Oil of all kinds.....	1,550,890
Gloves.....	507,965	Oilmen's stores.....	218,335
Gold:		Opium.....	71,665
Bullion.....	6,321,230	Paints and colors.....	462,990
Specie.....	1,022,925	Paper (including paper bags).....	1,595,105
Grain (unprepared):		Photographic goods.....	118,530
Oats.....	109,845	Salt (ordinary).....	65,005
Wheat.....	567,245	Silks and silk manufactures.....	1,877,230
Other.....	33,465	Specie, exclusive of gold.....	930,200
Grain (prepared):		Spirits.....	1,402,030
Flour.....	52,785	Stationery.....	255,805
Other (including malt and rice).....	433,875	Sugar and molasses.....	3,434,710
Haberdashery.....	1,657,345	Tea.....	1,894,800
Hats, caps, and bonnets.....	254,900	Timber.....	2,845,885
Hides, skins, and pelts.....	1,531,480	Tobacco, cigars, and snuff.....	1,274,635
Hops.....	119,800	Tools and utensils.....	299,920
Hosiery.....	898,315	Varnish.....	94,725
Jewelry.....	237,675	Watches, clocks, etc.....	284,760
Lamps and lamp ware.....	103,745	Wine.....	335,725
Leather.....	787,180	Wool.....	9,698,995
Leather ware (including saddlery and harness).....	122,850	Woolens and woolen piece goods.....	3,557,390

Principal exports.

Articles.	Value.	Articles.	Value.
Apparel and slops.....	\$398,995	Cheese.....	\$100,940
Bark.....	58,440	Coffee.....	57,885
Beer, cider, and perry.....	117,120	Confectionery.....	66,935
Bicycles and parts.....	449,310	Drugs and chemicals.....	250,595
Biscuits and bread.....	803,125	Fish, preserved and salted.....	79,195
Bones and bonedust.....	66,560	Fruits:	
Books.....	437,000	Fresh.....	248,885
Boots and shoes.....	839,760	Preserved and dried.....	305,115
Butter.....	7,449,675	Furniture and upholstery.....	223,330
Candles.....	22,600	Glass and glassware.....	144,735

Principal exports—Continued.

Articles.	Value.	Articles.	Value.
Gold bullion.....	\$483,000	Metals:	
Grain:		Iron and steel, unmanufactured.....	\$384,885
Unprepared—		Iron manufactures.....	110,185
Oats.....	1,425,080	Pipes.....	112,685
Wheat.....	4,462,400	Wire and wire netting.....	109,725
Other.....	149,010	Railway rails, etc.....	17,745
Prepared—		Iron and steel cordage.....	40,870
Flour.....	995,970	Plated and mixed metal ware.....	709,850
Oatmeal.....	68,865	Other metal manufactures.....	427,550
Other, including malt and rice.....	111,000	Oil of all kinds.....	188,350
Hats, caps, and bonnets.....	72,510	Oilmen's stores.....	95,945
Hay, chaff, and straw.....	1,581,775	Paper (including paper bags).....	158,605
Hides.....	58,575	Photographic goods.....	65,880
Hops.....	71,875	Potatoes.....	122,200
Horns and hoofs.....	8,275	Skins:	
Jams and jellies.....	257,630	Sheep.....	1,107,815
Jewelry.....	143,835	Rabbit.....	251,280
Leather.....	1,651,465	Other.....	101,205
Leather ware, including saddlery and harness.....	189,280	Soap.....	87,705
Live stock:		Specie.....	20,345,065
Cattle.....	804,675	Spirits.....	425,650
Horses.....	1,410,545	Starch.....	127,980
Sheep.....	343,300	Stationery.....	200,060
Pigs.....	45,998	Sugar and molasses.....	594,820
Machinery:		Tallow.....	874,925
Agricultural, and implements.....	625,505	Tea.....	943,645
Other.....	1,122,085	Timber.....	178,880
Meats:		Tobacco, cigars, and snuff.....	461,975
Fresh beef and mutton.....	1,385	Vegetables:	
Frozen beef.....	382,620	Fresh.....	9,500
Frozen mutton.....	1,149,880	Preserved and salted.....	26,630
Frozen rabbits and hares.....	725,880	Wine.....	280,675
Bacon and ham.....	832,060	Wool.....	21,065,060
Preserved—		Woolens and woolen piece goods.....	52,908
Rabbits.....	193,775		
Other.....	174,045		
Salted.....	6,810		

The principal articles in the trade with the United States during the year under review are shown in the following tables:

Principal imports from the United States.

Articles.	Value.	Articles.	Value.
Acids.....	\$7,786	Grindery (shoemaker's materials).....	\$35,545
Arms, ammunition, and explosives.....	22,463	Haberdashery.....	27,490
Axles, etc.....	29,120	Hardware and ironmongery.....	94,970
Blacking, leather dressing, etc.....	12,480	Implementa, agricultural.....	314,580
Books, printed, periodicals, etc.....	28,735	India-rubber goods.....	17,980
Boots and shoes.....	76,195	Ink, printing.....	6,075
Bottles.....	4,200	Instruments:	
Candles.....	6,435	Musical.....	45,560
Cards, playing.....	5,720	Scientific.....	19,385
Carpets.....	13,480	Surgical.....	38,800
Bicycles and bicycle parts.....	98,620	Iron:	
Carriage materials.....	21,850	Bar and rod.....	24,500
Clocks.....	46,275	Pig.....	68,980
Cocoa, raw.....	5,760	Pipes, wrought.....	5,480
Coffee, raw.....	7,280	Plates, iron and steel.....	42,000
Confectionery.....	7,105	Rails, iron and steel.....	208,120
Copper wire.....	33,405	Sheet.....	8,275
Cordage, iron and steel.....	15,725	Wire.....	199,170
Cotton piece goods.....	102,885	Jewelry.....	13,495
Cutlery.....	4,900	Lamps and lamp ware.....	26,205
Drugs and chemicals.....	13,375	Leather and leather ware.....	512,615
Electric fittings.....	13,960	Machinery:	
Fancy goods.....	21,350	Cream separators, engines, etc.....	202,340
Fish, preserved.....	52,955	Sewing machines.....	79,375
Furniture.....	67,380	Machine tools.....	45,480
Glassware.....	80,120	Maizena and corn flour.....	38,505
Goods, unenumerated.....	15,000	Manufactures of metals.....	180,985
Government stores.....	58,705	Manures.....	27,880

Principal imports from the United States—Continued.

Articles.	Value.	Articles.	Value.
Meats, preserved.....	\$10,920	Sausage skins.....	\$55,520
Medicines.....	55,285	Seeds.....	8,895
Nails, iron and steel.....	4,715	Soap, perfumed.....	55,990
Naphtha.....	4,965	Spirits.....	19,575
Oil:		Stationery.....	32,030
Cod.....	11,200	Steel.....	45,030
Kerosene.....	786,580	Slates, roofing.....	45,180
Lubricating.....	238,515	Sugar, glucose.....	24,440
Other.....	20,440	Timber.....	757,065
Oil and other floor cloths.....	11,500	Tobacco:	
Oilmen's stores.....	7,665	Manufactured.....	316,715
Paints and colors.....	13,190	Unmanufactured.....	374,690
Paper:		Cigars.....	168,225
Advertising matter, cardboard, etc.....	36,780	Cigarettes.....	83,780
Printing, uncut.....	447,725	Tools of trade.....	126,775
Other.....	27,445	Turpentine.....	70,755
Plaster.....	5,285	Twine.....	83,705
Plated ware and mixed metal ware.....	46,065	Varnish.....	10,800
Printing material.....	57,915	Watches.....	18,225
Resin.....	47,165	Wax, paraffin.....	11,090
Saddlery and harness.....	4,830	Wooden ware.....	20,441

Principal exports to the United States.

Articles.	Value.
Sausage skins.....	\$11,551
Wool.....	1,430,312

In the imports from the United States, substantial increases are shown in arms and ammunition, axles, blacking, books and periodicals, boots and shoes, bicycles and bicycle parts, clocks and watches, copper wire, cotton piece goods, fancy goods, preserved fish, furniture, glassware, grindery, haberdashery, agricultural implements, india-rubber goods, musical and scientific instruments, iron and steel, leather and leather ware, machinery, maizena and corn flour, manufactures of metals, manures, preserved meats, medicines, oils, paints and colors, paper, plated ware, sausage skins, spirits, soap, stationery, slates, timber, tobacco, tools of trade, turpentine, and varnish—in fact, in almost every article on the list.

Through the kindness of the collector of customs at Melbourne, I am able to furnish the following complete list of the imports from the United States for the six months ended June 30, 1901:

Articles.	Value.	Articles.	Value.
Acid.....	\$835	Brush ware.....	\$535
Alkali, soda ash.....	6	Candles.....	45
Apparel and slops.....	3,810	Canes and rattans.....	10
Arms and ammunition.....	23,330	Canvas.....	2,670
Artists' material.....	145	Cards, playing.....	3,075
Axles and arms.....	3,460	Carpeting, etc.....	5,805
Bags, fancy.....	35	Carriages, bicycles and parts.....	39,265
Bark.....	25	Casks and shooks.....	10
Beer, lager.....	1,140	Cement.....	290
Belting, machine.....	430	Cheese.....	200
Blacking.....	2,055	China ware.....	1,015
Books, printed.....	7,630	Cider.....	5
Boots and shoes.....	47,610	Clocks.....	23,610
Bottles.....	970	Cocoa, raw.....	1,420
Boxes, glove, etc.....	425	Coffee, raw.....	610
Brass, sheet.....	11,285	Combs, toilet.....	275
Broom corn.....	90	Confectionery.....	2,855

Articles.	Value.	Articles.	Value.
Copper ware	\$125	Oil:	
Ordrage	6,285	Kerosene	\$494,705
Corks	85	Lubricating	127,565
Cotton piece goods	40,380	Other	24,555
Cutlery	1,740	Oil and other floor cloths	13,945
Drugs	5,455	Oilmen's stores	2,190
Dyes	22,815	Ores, clays, etc.	95
Earthenware	11,770	Paints and colors	10,135
Electric-light fittings	11,170	Paintings and engravings	735
Engines	10,965	Paper	282,141
Engine packing	945	Perfumery	55
Essences	135	Personal effects	240
Fancy goods	7,585	Photographic goods	5,010
Feathers	835	Pickles	5
Felt sheathing	380	Pipes, smoking	90
Fish, preserved	15,630	Pitch and tar	545
Furniture	31,300	Plants	5
Furs	60	Plaster of paris	6,955
Glass and glassware	31,665	Plated ware	22,520
Glue	1,100	Printing materials	20,050
Goods, unenumerated	1,875	Quicksilver	30
Government stores	18,895	Rice	180
Grain	370	Rugs and horse clothing	30
Grease, antifriction	1,535	Saddlery and harness	4,320
Grindery	11,185	Samples	1,045
Haberdashery	27,225	Sausage skins	35,975
Hair, seating	335	Screws	110
Hardware	43,265	Seeds	3,180
Hats and caps	14,740	Silks	250
Hollow ware	1,015	Soap	9,765
Hops	2,070	Spirits	8,865
Hosiery	4,760	Stationery	9,380
Implements, agricultural	52,885	Steel	36,940
India-rubber goods	10,675	Stones, grind	35
Infants' food	1,145	Slates, roofing	14,035
Inks, printing	2,355	Sugar, glucose	30,780
Instruments:		Telegraphic materials	685
Musical	18,900	Tiles, retorts, etc	885
Optical	1,840	Timber	383,405
Scientific	9,932	Tin foil	25
Surgical	9,405	Tobacco:	
Iron, rail, wire, pig, etc	407,055	Manufactured	125,115
Jewelry	6,690	Unmanufactured	174,660
Lamps and lampware	17,895	Cigars	30,375
Leather and leatherware	134,655	Cigarettes	15,435
Machinery, sewing, cream separa- tor, etc	208,370	Tools of trade	43,335
Maizena and corn flour	20,240	Turpentine	51,225
Manufactures of metals	75,935	Twine and lines	630
Mats and matting	85	Umbrellas	20
Meats, preserved	7,105	Varnish	7,530
Medicines	41,665	Watches	12,230
Metal, yellow	30	Wax	16,515
Nails, iron and steel	840	Wooden ware	48,535
Naphtha	430	Woolens	180
Nets and netting	15		
Oars, ash	575	Total for half year	\$3,634,940

Exports to the United States for the six months ended June 30, 1901.

Articles.	Value.	Articles.	Value.
Miscellaneous	\$21,470	Skins, sheep, rabbit, etc	\$37,521
Oil, eucalyptus	995	Wool	135,373
Returned goods	10,924		
Sausage casings	9,932	Total for half year	273,218

JOHN P. BRAY, *Consul-General.*MELBOURNE, *August 6, 1901.*

POLYNESIA.

FIJI ISLANDS.

The British colonial office has just issued a report showing the imports and exports of Fiji during the year 1900. Large increases are shown over 1899, the figures being:

	1899.	1900.
Imports	\$1,280,108	\$1,702,786
Exports	1,702,738	3,016,481

In 1900, sugar was exported amounting in value to \$1,917,336, copra to \$738,252, green fruits (bananas, etc.) to \$136,808, and spirits to \$140,344.

It is claimed that the tariff now before the Australian Parliament, if passed in its present form, will seriously affect the imports from Fiji into Australia. There is an effort being made in New Zealand to control the trade of the Fiji Islands, and I am of the opinion that Auckland will, in the near future, become the distributing point for the products of Fiji and many other of the South Sea Islands.

JOHN P. BRAY, *Consul-General.*

MELBOURNE, VICTORIA, *October 31, 1901.*

SAMOA.

COPRA.

The export from Samoa shows a decided decrease during 1901, on account of the very poor copra season, caused by drought. Copra is practically the only export.

Imports will also prove to be less, although many extra goods were brought in prior to the raising of the general duty from 2 to 10 per cent ad valorem.

Business is very dull at present, principally on account of the poor crop and also from the absence of the mail steamers and of the war ships which formerly spent so much time here.

However, cacao planting is proceeding with increased activity. Trees are now beginning to bear, and I think that next year will see a good advance in the quantity exported. An English company is doing a little work on what may become a large plantation, if the managers carry out their plans as proposed. This company will next month

complete a small ice-making plant in Apia. A beginning has been made in vanilla planting, but although the plants seem to be thriving, it is yet too early to say whether or not these beans can be successfully produced here.

TRADE.

Since the San Francisco mail steamers have ceased to call at Apia, the Samoan export to the United States has practically stopped. Only one shipment (valued at \$13,115) has been made from German Samoa to San Francisco. The American imports, however, have not fallen off correspondingly. These consist principally of salmon, pilot bread, canned vegetables and meats, and other provisions which can not be so advantageously obtained elsewhere. The goods are reshipped, via Pagopago, at practically the same freight rate which obtained when the steamers came to Apia.

I inclose translation of returns in the Government Gazette of October 12, 1901. This is the first publication of commercial statistics by the German Government. It contains a tonnage table and lists of imports and exports for 1900. No figures for 1901 can be obtained.

The bulk of the business of Samoa has been with the British colonies, and will continue to be so, because of their proximity, more frequent and direct steam service, and better freight rates. A large part of the white population here consists of colonials. A prejudice against American goods exists, it being claimed that although they are of good quality, the packages and cans are undersized or are not filled. English prints are preferred, I have been told, because they can be obtained in greater widths than the American, which makes them more desirable for native waistcloths.

CURRENCY.

German money has replaced American as the standard of this protectorate. By proclamation, the rate of exchange for gold was fixed at 20.42 marks for the pound sterling and 20.95 marks for \$5. The silver mark, shilling, and quarter dollar are given the same relative value. No difficulty is being experienced with the German and English silver.

TARIFF AND TAXES.

The export duty authorized by the Berlin final act has been discontinued. The following is the schedule of import duties which came into effect on July 1:

[All duties, taxes, and other moneys which have formerly been collected in American dollars will from this day be collected in marks.]

Duty.

1. On ale, porter, and beer, per liter (1.05 quarts)	M. 0.20=	\$0.047
2. Spirits, per liter (1.05 quarts)	2.50=	.595
3. Wine, except champagne, per liter (1.05 quarts) .....	.50=	.119
4. Champagne, per liter (1.05 quarts)	1.40=	.333
5. Tobacco, per kilogram (2.2 pounds)	4.50=	1.07
6. Cigars, per kilogram (2.2 pounds)	9.00=	2.14
7. Sporting rifles, each	16.00=	3.81
8. Powder, per kilogram (2.2 pounds)	2.50=	.595
9. Duty on all other goods imported, 10 per cent ad valorem.		

New schedule of taxes.

1. Head taxes on Samoans and other islanders	M. 4.00=	\$0.952
2. On boats, except canoes and private boats	16.00=	3.81
3. Sporting rifles, each	8.00=	1.904
4. On dwellings (except Samoan houses), and stores, on value, 1 per cent:		
First class. On stores, selling per month 8,000 marks (\$1,904) or more	400.00=	95.20
Second class. On those selling under 8,000 marks (\$1,904) and over 4,000 marks (\$952)	200.00=	47.60
Third class. On those under 4,000 marks (\$952) and over 2,000 marks (\$476)	150.00=	35.70
Fourth class. On those under 2,000 marks (\$476) and over 1,000 marks (\$238)	100.00=	23.80
Fifth class. On those under 1,000 marks (\$238)	50.00=	11.90

Schedule of port and bonded-store charges, etc.

Clearance charge from custom-house	M. 8.00=	\$1.904
Pilot and harbor dues, per foot draft, in and out	4.00=	.952
Quarantine charge, per 100 tons register	4.00=	.952
Bonded store (after first six days), each case under 1 cubic meter, per month .....	.20=	.047
Charge for returning goods to bonded store, per cubic meter....	.40=	.095
Charge for tidewater, each, per day	12.00=	2.856
Local or foreign vessels trading among islands, of more than 100 tons burden, for each trip from Apia	40.00=	9.52

License and occupation taxes from July 1, 1901.

Hotel, monthly	M. 40=	\$9.52	Printer, yearly	M. 50=	11.90
Attorney, yearly	250=	59.50	Sailmaker, yearly	25=	5.95
Doctor or dentist, yearly	120=	28.56	Boat builder, yearly	25=	5.95
Auctioneer, yearly	160=	38.08	Shoemaker, yearly	25=	5.95
Baker, yearly	50=	11.90	Surveyor, yearly	25=	5.95
Banker and banking companies, yearly	250=	59.50	Tailor, yearly	25=	5.95
Barber, yearly	25=	5.95	Clerks, bookkeepers, etc.: Salary less than 300 marks (\$71.40) per month, yearly	12=	2.975
Blacksmith, yearly	20=	4.76	Salary over 300 marks per month, yearly	25=	5.95
Shipbuilder, yearly	25=	5.95	Other workmen, mechan- ics, factory hands, etc., yearly	20=	4.76
Butcher, yearly	50=	11.90	Circus, monthly	100=	23.80
Lighter, yearly	25=	5.95	Shooting gallery, monthly	20=	4.76
Carpenter, yearly	25=	5.95			
Photographer, yearly ..	50=	11.90			
All assistants, yearly ..	12=	2.975			
Apprentices, yearly	4=	.952			
Merry-go-round, month- ly	40=	9.52			
Pilot, yearly	100=	23.80			

Commercial travelers must pay \$23.80 for a license each time they land. Their samples are admitted duty free.

COMMUNICATION.

German Samoa is connected with the United States by the San Francisco mail steamers which call at Pagopago, Tutuila, every three weeks, going and returning. The time of passage is twelve days. A 40-ton steamer meets these boats and conveys freight and passengers to Apia. This passage requires twelve hours in good weather; first-class ticket, \$5.

The bridle paths and wagon roads about the islands have been greatly improved during the year. A new road has been opened to Mulifanua Plantation, 20 miles from Apia. No regular means of interisland travel has yet been established, people taking passage in small trading schooners or irregular native boats.

NOTES.

The merchant marine at present consists of about 15 small schooners and sloops, of which the largest is 40 tons register. No new vessels have been built or purchased during the period covered by this report. There are no vessels here engaged in foreign trade. As commercial equality with German vessels was secured for American ships by treaty, there are no laws of a discriminating character. There are no taxes or excises affecting American trade other than those noted.

Imperial postage rates.

GERMANY AND COLONIES.

Rates for—	Scale of weights.	German currency.	United States currency.
		<i>Pfennigs</i>	
1. Letters	Up to 20 grams	10	\$0.028
	Over 20 to 250 grams	20	.047
2. Post cards	Single	5	.011
	Double (reply)	10	.028
3. Printed matter, photographs	Up to 50 grams	3	.007
	Over 50 to 100 grams	5	.011
	Over 100 to 200 grams	10	.028
	Over 250 to 500 grams	20	.047
	Over 500 grams to 1 kilogram	30	.07
	1 kilogram to 2 kilograms	60	.14
4. Commercial papers	Up to 250 grams	10	.028
	Over 250 to 500 grams	20	.047
	Over 500 grams to 1 kilogram	30	.07
	Over 1 kilogram to 2 kilograms	60	.14
5. Samples of merchandise	Up to 250 grams	10	.028
	Over 250 to 500 grams	20	.047
6. Articles packed together (commercial papers, printed matter, and samples of merchandise)	Up to 250 grams	10	.028
	Over 250 to 500 grams	20	.047
	Over 500 to 1 kilogram	30	.07
	Over 1 to 2 kilograms	60	.14
7. Money orders	Up to 5 marks	10	.028
	Over 5 to 100 marks	20	.047
	Over 100 to 200 marks	30	.07
	Over 200 to 400 marks	40	.085
8. Parcels	Up to 1 kilogram	1.60	.36
	Over 1 to 5 kilograms	2.40	.57

FOREIGN COUNTRIES.

		<i>Pfennigs</i>	
1. Letters	For every 15 grams (no weight limit) ..	20	\$0.047
2. Post cards	Single	10	.028
	Double	20	.047
3. Printed matter, photographs	For every 50 grams up to the weight limit of 2 kilograms ..	5	.011
4. Commercial papers	For every 50 grams up to the weight limit of 2 kilograms at the least ..	5	.011
5. Samples of merchandise	For every 50 grams up to the weight limit of 350 grams at the least ..	10	.028
6. Articles packed together (commercial papers, printed matter, and samples of merchandise) ..	For every 50 grams up to the limit of 2 kilograms ..	5	.011
	But—A. If the consignment contains commercial papers, at least ..	20	.047
	B. If it contains printed matter and samples, at least ..	10	.028
7. Money orders	To United States, England, and New South Wales, for every 20 marks ..	20	.047
	To other Australian colonies for 20 ..	30	.07
8. Parcels	Different rates to other countries ..	.....	.....

Registered mail matter is subjected to a fee of 20 pfennigs (\$0.047) in addition to the regular postage.

There are no laws in Samoa requiring goods to show country of origin.

L. A. OSBORN, *Consul-General*.

APIA, October 20, 1901.

H. Doc. 320—71

Ships calling in the harbor of Apia during the fiscal years 1899 and 1900.

Nationality.	Steamers.				Sailing vessels.				Total.			
	Number.		Registered tons.		Number.		Registered tons.		Number.		Registered tons.	
	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.
Germany.....	5		210			9	635		5	9	210	635
United States.....	18	17	25,207	22,933	5	3	1,058	497	18	20	25,207	23,430
Great Britain ..	43	40	45,045	55,656	8	4	181	322	46	44	45,223	55,978
Denmark.....					7	2	4,063	1,214	7	2	4,063	1,214
Norway.....					2	4	1,308	2,576	2	4	1,308	2,576
Total	61	57	70,462	88,619	17	22	6,694	5,244	78	79	77,156	92,863

Trade statistics of the fiscal year 1900.

A. IMPORTS.

From—	Value of imports in the fiscal year 1900 under general ad valorem tariff (A 9).	Value of imports in the fiscal year 1900 under special customs tariff (A 1-8).	Total.	Value of imports in the calendar year 1899 under general ad valorem tariff (A 9).	Value of imports in the calendar year 1899 under special customs tariff (A 1-8).	Total.	More (+) or less (-) in 1900.
Germany.....	\$24,523.37	\$21,808.39	\$106,332.26	\$48,848.34	\$29,132.79	\$77,976.02	+\$26,355.64
Australia, New Zealand, Fiji.....	274,603.97	5,854.09	280,458.06	280,851.23	6,729.99	287,581.22	- 7,123.16
United States.....	92,922.26	1,139.54	94,131.80	85,205.47	8,594.01	88,799.48	+ 5,342.32
Other countries.....	16,438.17	8,822.76	20,260.93	10,354.63	448.75	10,803.38	+ 9,457.55
Total.....			501,183.05			465,150.70	+ 43,155.66 - 7,123.11

Total duty for 1900, \$36,032.35 more than in 1899.

B. EXPORTS.

Name of product.	Exported during fiscal year 1900.			Exported during calendar year 1899.		
	Quantity.	Price per unit.	Total value.	Quantity.	Price per unit.	Value.
Agricultural products of the protectorate of Samoa:						
Copra..... tons.	* 6,450	\$46.41	\$299,944.50	7,792	\$44.87	\$349,647.77
Pineapples..... kilograms.	865	b. 12	102.94			
Kava..... do.	2,408	b. 50	1,201.03			
Native tobacco..... do.	354	b. 48	168.50			
Cacao beans..... do.	1,552	b. 29	448.25			8,899.18
Total.....			301,200.21			353,528.95

* 1,842 tons less than in 1899.

b About.

Export for 1899 more by \$52,268.74.

C. COPRA IN TRANSIT.

	Quantity.	Price per ton.	Total value.
Product of other islands of South Sea:			
Fiscal year 1900.....	Tons. 840	\$46.41 44.87	\$38,964.40 14,449.72
Calendar year 1899.....	822		
Increase in 1900.....	518		24,534.68

During the fiscal year, the following quantities of goods subject to special customs tariff passed through the customs-house:

	Quarts.		Pounds.
Beer	liters.. 60,888	Tobacco	kilograms.. 1,297
Spirits	do..... 12,997	Cigars and cigarettes	do..... 1,555
Still wines	do..... 9,779	Guns	number.. 27
Sparkling wines	do..... 1,551	Powder	kilograms.. 534

SOCIETY ISLANDS.

The trade of this colony for 1900 shows a marked increase over the previous year, notwithstanding the rigorous quarantine measures adopted to prevent the introduction of bubonic plague. Business during the year was active, and the inauguration of the Oceanic Steamship Company's service between Tahiti and San Francisco was the means of developing many new agricultural enterprises.

The total commerce for 1900 amounted to \$1,423,776.81, being an increase over the preceding year of \$92,878.68.

IMPORTATIONS.

The importations were valued at \$704,305.25, being an increase of \$125,618.63 over the year 1899.

The following table indicates the importations according to country:

Country.	1899.	1900.	Difference.
United States	\$264,635.49	\$330,347.20	+ \$65,681.71
New Zealand	105,023.36	132,996.58	+ 27,873.22
France	65,816.36	115,715.35	+ 49,898.99
England	87,971.65	68,416.02	- 25,444.87
Germany	24,685.10	14,801.41	- 9,883.69
Other countries	80,524.64	47,123.66	- 33,395.98

The principal articles which have shown an increase in imports are fabrics, ship's stores, tinned meats, salmon and sardines, lard, butter, flour and sea biscuits, galvanized iron, kerosene, and building materials.

The goods received from the United States and New Zealand have a greater sale than those from France, owing to their cheapness, and the rapid transit between those countries and this colony.

The following table shows the value of the principal articles of importation for the years 1899 and 1900:

Articles.	1899.	1900.	Articles.	1899.	1900.
Live stock	\$5,589.20	\$3,133.84	Glassware	\$1,905.22	\$1,379.19
Products of live stock	55,524.80	72,432.55	Twine, rope, etc.	9,598.34	14,499.02
Salted fish	13,975.81	22,122.14	Dry goods	109,087.25	181,989.06
Pearl shell	20,662.00	20,703.60	Embroidery and clothing	14,713.56	16,374.95
Flour and food stuffs	77,926.32	85,363.49	Stationery and paper	5,080.85	6,887.98
Fruit and grains	17,065.47	10,162.80	Hides and leather	10,624.23	10,170.40
Oilman's stores	30,650.45	30,263.34	Hardware	40,572.77	36,220.24
Oils and vegetable products	4,473.07	7,298.70	Machines and mechanical goods	6,463.70	12,074.42
Lumber	8,802.12	8,515.30	Arms and ammunition	773.20	2,086.98
Various dried products	5,582.47	7,532.37	Furniture	6,011.75	2,631.09
Wines, liquors, etc.	21,705.75	35,023.94	Wooden ware	18,883.70	23,653.64
Marble, stone, etc.	19,739.59	22,665.50	Musical instruments	1,804.33	2,032.96
Metals	10,445.86	19,814.92	Brooms, baskets, etc.	1,543.52	936.55
Chemicals	1,185.67	1,816.99	Sundries	32,467.25	168,010.96
Dyes (prepared)	136.74	132.73			
Paints	3,706.33	5,065.20			
Various preparations	19,523.23	22,324.34			
Pottery	1,888.90	2,352.48			
			Total	578,686.61	704,305.25

EXPORTATIONS.

The exports for the year 1900 amounted to \$719,471.56, being an increase over the preceding year of \$13,785.02.

The following table gives the exports from this colony for the years 1899 and 1900:

Countries.	1899.	1900.	Difference
United States	\$296,880.57	\$306,138.56	+\$9,257.99
England	124,762.86	106,567.90	+11,805.54
France	86,445.98	106,844.50	+20,398.52
New Zealand	48,700.32	68,236.48	+19,536.16
Germany	85,576.29	40.00	—85,536.29
Other countries	143,664.48	72,680.12	—76,004.31

From this table, it will be seen that there has been an increase of exports to the United States, England, France, and New Zealand.

The following articles constituted the principal exports of the colony for 1900:

Articles.	1899.	1900.
Cotton	\$9,882.32	\$7,087.25
Cocoanuts	4,882.44	3,562.66
Copra	208,628.94	244,296.00
Mother-of-pearl shell	155,509.40	221,611.50
Oranges	5,345.40	2,080.00
Vanilla beans	170,191.40	162,267.60

The increase in the exportation of mother-of-pearl shell is due to the fact that the island of Hiknom was opened last season.

In 1900, there was a decrease of \$49,332.94 in the exportation of copra, owing to the disease prevalent among the cocoanut trees and the burning of about 400 tons of this product in the Leeward and Marquesas islands.

There being less demand this year for vanilla beans, the total value exported was only \$162,267.60, being a decrease of \$7,924 from the previous year.

Other products, such as biche de mer, pineapples, limes, and bananas have increased over the year 1899.

NAVIGATION.

During the year 1900, 82 vessels of 57,799 total tonnage entered the port of Papuli from foreign countries, being a decrease of 15 vessels, but a gain of 12,655 tonnage over the preceding year.

The following table shows the countries represented in shipping:

	Vessels.
British	53
United States	26
French	21
Danish	2

By these vessels, there were imported and exported 28,300 tons of merchandise and produce.

The table below indicates the countries from which and to which these articles were imported and exported:

Importations:	Tons.
United States.....	8, 670
New Zealand.....	3, 994
France.....	1, 906
Pacific Islands.....	920
Total.....	15, 490
Exportations:	
United States.....	7, 460
England.....	2, 635
New Zealand.....	2, 307
Pacific Islands.....	490
Total.....	12, 892

This table shows an increase of 682 tons in the imports and a decrease of 2,471 tons in the exports, compared with last year. This last difference is due to a great extent to the decline in exports of copra.

Inter-island commerce was retarded by the withdrawal in October, 1900, of the steamer *Croix du Sud*, which for two years had plied between Tahiti and the Leeward, Marquesas, and Tuamotu islands. This was due to the expiration of the contract, and after two months the service was resumed.

Taking into consideration the unfortunate circumstances mentioned, it will be seen that there was a decided increase of trade during the year 1900.

J. LAMB DOTY, *Consul*.

TAHITI, *October 10, 1901.*

APPENDIX.

ARGENTINA: TRADE IN 1901.

Under date of February 3, 1902, Minister Lord, of Buenos Ayres, transmits the following figures,^b compiled by the legation, relative to the foreign commerce of the Argentine Republic during the calendar year 1901, as compared with 1900:

	1900.		1901.	
	Imports.	Exports.	Imports.	Exports.
Dutiable	\$96,502,452	\$56,169,377	\$95,252,275	\$74,373,521
Free	16,982,617	98,431,035	18,707,474	93,342,581
Total.....	113,485,069	154,600,412	113,959,749	167,716,102

Mr. Lord adds:

According to the above figures, the increase of imports for the year 1901 amounts to \$474,680, and that of exports to \$13,115,690, or a total increase in the foreign trade of the Republic of \$13,590,370.

The following table shows the countries which participated in the imports of Argentina during the two years under comparison:

Country	1900.	1901.	Increase.	Decrease.
Germany.....	\$16,635,613	\$16,724,649	\$88,936	.....
West Indies	19,639	43,679	24,040	.....
Belgium	8,430,880	8,688,657	657,777	.....
Bolivia.....	122,422	138,732	16,310	.....
Brazil.....	3,741,877	4,386,047	444,170	.....
Chile.....	124,214	111,076	.....	\$13,138
Spain.....	3,691,998	3,912,536	220,538	.....
United States	13,438,529	15,583,639	2,045,110	.....
France.....	10,897,866	9,959,541	.....	938,325
Italy.....	14,924,498	14,736,108	.....	188,396
Netherlands.....	178,893	573,419	394,526	.....
Paraguay.....	1,890,948	1,767,644	.....	93,304
United Kingdom	38,682,753	36,460,808	.....	2,221,945
Uruguay.....	520,449	679,236	.....	41,213
Other countries	219,550	244,083	24,533	.....
Total.....	113,485,069	113,959,749	3,971,000	3,496,320

Net increase, \$474,680.

^aThese reports were received too late for insertion in their proper place in the volume.

^bValues are in gold.

The classes of imports for the two years were:

Articles.	1900.	1901.
Live animals.....	\$364,271	\$202,648
Food stuffs:		
Animal.....	1,755,243	1,565,786
Vegetable.....	8,698,083	9,388,099
Tobacco.....	3,147,161	3,037,287
Beverages:		
Wines.....	5,637,284	5,474,628
Spirits and liquors.....	1,284,285	1,260,499
Other beverages.....	356,332	355,436
Textiles and manufactures of:		
Silk.....	2,485,598	1,732,575
Woolen.....	7,141,534	6,180,813
Cotton.....	19,636,926	16,924,602
Other textile fabrics.....	8,433,789	8,109,818
Oils.....	4,194,342	4,503,658
Chemicals and drugs.....	3,760,594	4,114,802
Dyes and colors.....	865,727	843,003
Lumber.....	5,500,485	5,795,192
Manufactured wood.....	1,540,369	1,604,386
Paper.....	1,924,533	2,083,012
Manufactured paper.....	1,001,673	960,317
Leather, and manufactures of.....	1,244,764	1,141,806
Iron, and manufactures of:		
Raw.....	9,088,374	11,798,022
Machinery and tools.....	1,861,137	2,436,901
Other manufactures of iron and steel.....	8,104,540	7,489,520
Other metals:		
Raw.....	1,262,704	1,308,642
Manufactured.....	2,080,468	2,047,210
Crockery and ceramic products:		
Raw.....	7,120,884	8,400,647
Manufactured.....	1,772,486	1,754,485
Miscellaneous.....	8,321,633	3,445,353
Total.....	113,485,069	113,959,749

The following table shows the countries participating in the exports during the years 1900 and 1901:

Country.	1900.	1901.	Increase.	Decrease.
Africa.....	\$3,240,270	\$2,891,259	.....	\$349,011
Germany.....	20,070,133	21,479,882	\$1,409,749	.....
West Indies.....	438,261	366,183	.....	72,068
Belgium.....	17,980,885	18,457,731	.....	4,523,154
Bolivia.....	578,646	541,049	.....	37,597
Brazil.....	6,185,507	9,702,488	3,516,981	.....
Chile.....	870,003	568,173	.....	301,830
Spain.....	2,699,391	2,131,713	.....	567,678
United States.....	6,882,763	9,296,454	2,413,691	.....
France.....	19,007,960	28,637,121	9,629,161	.....
Italy.....	4,304,154	4,318,950	14,796	.....
Netherlands.....	3,906,682	1,753,931	.....	2,152,151
Paraguay.....	161,613	216,063	54,440	.....
United Kingdom.....	23,890,686	29,920,759	6,030,073	.....
Uruguay.....	2,302,599	3,710,663	1,408,064	.....
Other countries.....	7,562,347	8,915,913	1,353,566	.....
To orders.....	34,519,122	29,807,780	.....	4,711,342
Total.....	154,600,412	167,716,102	25,830,521	12,714,831

Net increase, \$13,115,690.

The classes of exports for the two years were:

Articles.	1900.	1901.
Pastoral products:		
Live stock	\$5,942,180	\$3,084,756
Wool, hides, etc.	61,084,550	81,782,456
Manufactured articles from animal products.	3,568,189	5,154,226
Animal refuse	669,017	624,974
Agricultural products:		
Raw materials (wheat, corn, etc.)	73,045,257	63,103,999
Manufactured materials	2,952,449	6,704,101
Vegetable refuse	1,428,640	1,787,999
Woods, and products therefrom	3,508,915	2,821,496
Minerals	282,222	408,440
Hunting products	990,584	940,141
Miscellaneous	1,156,439	1,303,515
Total.....	154,600,412	167,716,102

It is thought that the slight improvement shown in exports is only apparent, it being due to the earlier shipments of wool as compared with the previous year, heavy parcels having gone forward in November and December last. Practically, the past year denotes no improvement on the preceding year.

CANARY ISLANDS: TRADE IN 1901.

All things considered, trade in the Canary Islands has not been as good as in the year 1900. This is largely attributed to the unsettled condition of the custom duties, which were changed during the early part of 1901, and to the fluctuation of exchange.

IMPORTS.

It is impossible to procure detailed statistics of imports and exports, as they are not issued by the different departments. The only way they can be obtained is by having them copied from the original manifests on file in the custom-house; but these manifests do not give the origin of the different articles, as the merchandise imported is credited to the nation from which it came. The following ports have direct communication: Liverpool, London, Hamburg, Marseilles, Barcelona, and Cadiz.

I have had all the manifests, numbering about 1,500, carefully copied, and the different articles arranged alphabetically; but the result, I fear, does not warrant the labor involved, since weights and measures only are given, and no values. I annex the statistics, and would point out, as I did last year, that the following articles are really of American origin, though not appearing as such for the reason given above: Lard, ham, canned goods, tobacco (leaf and manufactured), flour, unbleached cottons, and watches. These articles were nearly all imported in English steamers from Liverpool and London, the remainder coming from Hamburg, in German steamers.

I feel sure that a direct line of steamers running between New York and the west coast of Africa, touching at the Canary Islands en route, would pay, as freight is continually being offered, both outward and homeward. A passenger traffic could also be worked up, on account of

the growing popularity of the islands as health resorts, the climate being considered efficacious in lung and throat troubles.

The longer I stay in the islands, the more I am convinced that the greatest obstacle to the extension of our commerce here and on the west coast of Africa is the lack of direct steamship communication.

At present, all our imports are forwarded via Europe, excepting such articles as petroleum and lumber, which can not pay the high freights and are brought by sailing vessels.

The United States has not a single line of steamships to the west coast of Africa. England has 3, Germany 2, France 2, and Belgium 1. Without direct communication, trade can not be successfully pushed, and as long as we have to depend upon foreigners to do our carrying, our exports to this part of the world and to many other countries will remain of comparatively small importance.

British, German, and other foreign exporters take pains to adapt goods to certain markets, while American manufacturers do not. It usually pays to consult the preferences of the people to whom you wish to sell. A manufacturer can not remain in his office in the United States apathetic and uninterested and expect to get foreign business. He, or his agents, must investigate the conditions in every market in which he desires to trade, and he must conform in every detail to those conditions.

The greatest mistake made by some of our exporters is in forwarding goods which are not wanted. Circulars are very unsatisfactory. It has been my own experience that the goods which arrived differed greatly from those represented. The packing has also frequently been faulty. If the trade of these islands, which consume about \$4,000,000 in foreign goods yearly, is worth capturing, now is the time to win it. The people here are anxious to make connections with our exporters, as the mark "Made in the United States" is accepted as usually indicating a superior article. Direct communication would reduce the expenses of freight and the rehandling of goods shipped to this market.

American shippers usually demand cash against shipping documents, or drafts on London, while European merchants generally do their business through local agents who allow six months' credit on manufactured articles and three months' credit on provisions. If additional credit is required, purchasers are usually accommodated by paying extra interest, the current rate being 6 per cent per annum. This system enables the smaller merchants to partly sell their goods before they have to pay for them, and allows them to carry on more business. For a small extra commission, the local commission agents guarantee the accounts against loss to the seller.

BANKING.

The Bank of Spain accepts money on deposit, without interest against checks, and also does a discount business.

There are several merchants who buy and sell drafts and do a general exchange business; but there are no banks that open small current accounts for merchants. Business people who work with a small capital arrange all their transactions in cash, and checks are practically unknown.

EXCHANGE.

Exchange has fluctuated very considerably during the year, and these variations make it extremely difficult for venders of imported articles to fix prices in local currency. Rates have varied during the year from 30 to 45 per cent premium on gold.

CUSTOMS.

Customs duties in Spain are payable in gold, but as the customs in the Canary Islands have been farmed out to a syndicate, this rule can not be enforced locally. These islands offering free ports, very few articles pay duty, namely, sugar, liquors, spirits, tobacco, tea, coffee, and spices; all manufactured goods and products are free.

COAL.

The principal business of this port is the bunkering of steamers. The total tonnage for 1901 shows a decrease of 40,000 as compared with 1900, which is accounted for by trade generally being not so brisk. English and continental steamship owners, finding that insufficient cargo was offered to fill the steamers, elected to take larger quantities of coal at the home ports, and the bunkering business of the islands suffered in consequence.

PETROLEUM.

All the petroleum imported into Teneriffe this year came by sailing vessels. These vessels discharged at Las Palmas, Grand Canary, whence the petroleum was shipped in coasting vessels to this port.

EXPORTS.

The exports declared to the United States from Teneriffe for the year 1901 show an increase of 140 per cent over those of the preceding year, as per annexed statement. This was largely due to the partial failure of the crops of potatoes and onions in the United States, the exports of the former having increased 600 and the latter 400 per cent.

Drawn linen work shipments to the United States have increased nearly 350 per cent, but other articles have remained about the same, with a small increase in favor of the year 1901.

The principal articles exported to other countries are bananas, potatoes, tomatoes, and onions. There is an increase to be reported in connection with all of these, excepting tomatoes, which suffered to a large extent from disease, the earlier crops being almost a complete failure.

Bananas and tomatoes are principally sent to England, while onions and potatoes go to Cuba, Porto Rico, and other islands of the West Indies.

IMPROVEMENTS.

The electric railway is now in working order and has turned out to be a profitable investment. This is the only improvement effected during the year.

Work on the mole and breakwater at Teneriffe is steadily progressing.

In Las Palmas, Grand Canary, the harbor works have been completed by the contractors and handed over to the Spanish authorities, while those in Las Palma and Lanzarotte are just being commenced.

COCHINEAL.

In former days, this was the principal article of production and export in these islands, but since the discovery of aniline dyes, it has fallen off to almost nothing, what little there is shipped going to France and the United States. As a lasting dye, its equal has never been discovered.

The export of cochineal in 1874 reached 5,088,745 pounds; in 1901 it was about 300,000 pounds. The prices in former years averaged 3 pesetas 25 centimos gold (64 cents); at present it sells for 1 peseta silver (14 cents).

SUGAR.

Sugar making has lately become the most important industry in these islands. The yield of cane is estimated to be from 400 to 800 weight per acre; it is sold under contract to the mills. Cane is supposed to produce 6 to 9 per cent of sugar. It is generally planted in March and cutting commences a year later.

EMIGRATION.

These islands have for many years been furnishing laborers for Cuba and Porto Rico. For sugar and tobacco plantations, they can not be excelled, being steady and industrious workers, honest and sober. Only a few, however, make their permanent homes in those islands, for as soon as they have accumulated a little capital, they return to their native land. The emigration has fallen off greatly since last year, which can only be accounted for by the reports that have reached these islands from Cuba as to low wages, etc.

Brazil has been offering to all emigrants free passage and gifts of land, which induced very many to go there who, otherwise, would have gone to Cuba and Porto Rico.

I annex statement of emigration for all of the islands, with a comparison with the preceding year.

SHIPPING.

During the year, there arrived from the United States 8 sailing vessels, all of which brought lumber; of these, two were American. There also arrived 6 ships belonging to the United States Navy, and 1 steam yacht flying the American flag.

SOLOMON BERLINER, *Consul*.

TENERIFFE, *February 26, 1902.*

REPORT FROM CONSULAR AGENT AT LAS PALMAS, GRAND CANARY.

Although the island of Grand Canary is included, for trade reasons, in Commercial Relations Reports in the northern geographical division of Africa, together with the other Canary Islands, Morocco, Tunis,

Tripoli, Algeria, and Egypt, the importance of Las Palmas and its port, La Luz, is almost solely derived from its position in the track of steamers from Europe to West and South Africa and South America.

The rapidly increasing prosperity of the city and port may be directly traced to the very large amount of shipping calling for coal, provisions, etc.

There is little doubt that Las Palmas will greatly benefit by the opening up of the west coast of Africa, and especially the Ashanti gold mining districts. It is to be hoped that, before long, a line of steamers will be put on from the United States to Sierra Leone, Liberia, and the Gold Coast, calling at Las Palmas. In my opinion, American manufacturers and shippers will soon realize that markets are open to them which have hitherto been passed over through want of direct communications.

As regards imports of American goods into Grand Canary, very little can be said, as no reliable statistics are obtainable. Such information as can be given has been gained from personal observation, and I am convinced that every year more American goods are sold here.

IMPORTS.

The principal import from the United States is petroleum, but the greater part of it is reshipped to the west coast of Africa. Owing to the introduction of electric lights, less petroleum is used in this island than formerly.

Considerable quantities of lumber, shooks, etc., come from the United States and Canada. Norway and Sweden are also competitors in this trade.

A coarse cotton textile called "gray domestic," used for men's shirts and women's petticoats, is much used, that from New York being the favorite at present, both in price and quality.

Among miscellaneous imports, may be mentioned Florida water, clocks, and tinned provisions.

EXPORTS TO THE UNITED STATES.

A table of the declared exports is annexed. The whole of the cochineal goes to New York. The first consignment of linen drawn work, a native production, went to New York in November, 1901, and possibly this trade will be developed.

SHIPPING.

During the year 1901, 11 American sailing vessels, with a total tonnage of 6,290 tons, have discharged full cargoes at this port, as shown below:

Lumber	7
Lumber and shooks	1
Lumber and general	1
General	1
Petroleum	1
Total	11

Several cargoes of petroleum have been brought in Scandinavian or Italian bottoms from the United States.

EMIGRATION.

For many years, there has been considerable emigration from this island to Cuba and Porto Rico. The number during last year amounted to 1,233.

IMPROVEMENTS.

Las Palmas is rapidly becoming better known as a health resort, and more American visitors passed through the Canary Islands last season than during any previous one. Several American yachts have called here. The hotels offer every luxury and comfort to travelers. The steam tramway which runs from Las Palmas to Puerto de la Luz will, it is understood, shortly be converted into an electric road.

Declared exports, year ended December 31, 1901.

To United States, including Porto Rico:	
Chickpeas	\$7, 729. 57
Cochineal	5, 761. 82
Filters (stone)	55. 35
Linen drawn work	736. 83
Onions	5, 929. 54
Potatoes	3, 233. 36
Wine	275. 25
	<hr/>
Year ended December 31, 1900.....	23, 721. 72
	<hr/>
Increase	20, 162. 65
	<hr/>
To Cuba:	
Canary seed	235. 76
Cheese	1, 571. 18
Chickpeas	345. 32
Cutlery	37. 76
Onions	1, 314. 14
Salt fish	853. 40
Samples	129. 49
	<hr/>
Year ended December 31, 1900.....	4, 487. 05
	<hr/>
Decrease	23, 023. 75
	<hr/>
	18, 536. 70

It should be mentioned that declaration of exports for Cuba is no longer compulsory.

Ships calling at Las Palmas, 1901:

Total steamers (including coasting)	2, 271
Total sailing ships (including coasting)	1, 065
	<hr/>
	3, 336

P. SWANSTON, *Consular Agent.*

LAS PALMAS, *February 20, 1902.*

Imports at Tenerife, Canary Islands, in the year 1901.

Articles.	Great Britain.	Germany.	France.	Italy.	Spain.	United States, Porto Rico, and Cuba.	Other countries.
Alcohol.....liters.			189		247		
Amber.....tons.					↓		
Barley.....do.							569
Beans.....do.	3		24		1084		892
Beer.....liters.	104,562	161,689			3,657		
Beds, iron.....tons.	8				40		
Bed covers.....do.	94						
Birdseed.....do.			14		84		37
Biscuits.....do.	106	164			1		
Bitumen.....do.		14			↓		
Blotting paper.....do.	1				1		
Books.....do.					24		
Brandy.....liters.	166		1,054		357		
Brass.....tons.	364	22	2		↓		
Brushes.....do.		1	2		↓		
Butter.....do.	724	10	2		44		
Buttons.....do.	34	↓		14	↓		
Caldrons.....do.	244	1			84		
Candles.....do.	312		↓		44		
Canned fruit.....do.	594		↓		2		
Canned goods.....do.	22		2				
Cards.....do.		↓			124		
Carpets.....do.	14		1				
Carriages.....do.		↓					14
Cement.....do.	200	57	964		1874		
Cereals.....do.	1				↓		425
Chains.....do.	24				14		
Chairs.....do.		3					
Cheese.....do.	2	8	↓				14
Chickpeas.....do.	424		294		494		894
Cloths.....do.	114	2	↓		1		
Coal.....do.	191,174						
Codfish.....do.	24	6					
Coffee.....do.	104	44					8
Combs.....do.			↓		↓		
Copper.....do.	84				1		54
Cork.....do.					24		
Corn.....do.	1,465	74			5		128
Corn flour.....do.	164		14	14	24		18
Cottons.....do.	1104	↓	14	↓	9		
Dates.....do.	55		↓	↓	↓		
Drugs.....do.	274	184	34	↓	234		↓
Eggs.....do.					↓		270
Electric articles.....do.	14	↓	154		↓		
Empty bottles.....do.	14	124	14		24		
Empty casks.....do.		11			14		
Envelopes.....do.		↓	↓		↓		
Fans.....do.					14		
Fish, salt.....do.	214	↓			144		
Flax.....do.	4	24					
Flour.....do.	2,574		82				
Fruit, dried.....do.	147	↓	2		10		
Furniture.....do.	84	20	14		834	2	
Glass.....do.	84	184	35	2	21		84
Groats.....do.			744				
Guano.....do.	2,0924	97			114		164
Guitars.....do.		↓			↓		
Guns.....do.		↓			↓		
Hats.....do.	1		34	34	↓		
Handkerchiefs.....do.	14	1	↓		↓		
Ink.....do.	44	24	↓				↓
Iron.....do.	69	84	1		74		84
Iron, manufactured.....do.	183	48	44		44		
Jams.....do.	194	↓	1	↓	94	1	↓
Knives.....do.		↓			↓		
Lace.....do.	↓		↓	↓	↓		
Lamps.....do.	14	↓	↓	↓	↓		↓
Lead.....do.					34		
Lard.....do.	120	7					
Leather.....do.	10	14	32	84	404		17
Leggins.....do.			54		↓		
Lentils.....do.			124				2
Looking-glasses.....do.		↓	1				
Machinery.....do.	52	184	3		15		17
Maize.....do.	834		113		1364		4,825
Marble.....do.		1		15	84		
Matches.....do.	224	13	224	184	↓		34
Meat, canned.....do.	14	↓			3		14

*One liter=1.05 quarts.

Imports at Teneriffe, Canary Islands, in the year 1901—Continued.

Articles.	Great Britain.	Germany.	France.	Italy.	Spain.	United States, Porto Rico, and Cuba.	Other countries.
Metals..... tons.	3	↓			1		
Milk, condensed do.	6						
Mineral waters. do.	15½	7½	8		8		
Music articles. do.		↓	↓				
Nails do.	19	50	19½				3½
Neckwear do.	↓		↓	↓			
Olives do.	↓	↓			45½		
Oils do.	22½	↓	16½	8	592½		
Paints do.	71½	5			2		
Painters' articles do.		↓	1				
Paper do.	140½	137	15		29½		2
Paving stones. do.	↓	8	49½		476½		753
Pencils do.	↓	↓	115½				
Pepper do.	↓				↓		
Perfumery do.	↓	1½	4		↓		
Petroleum do.	2½				2		
Pianos do.		2			1½		
Pictures do.		↓		1	1½		
Plants do.		1	↓		4		
Porcelain do.	8½	22	23		24		2½
Pork do.	82				2½		
Powder, gun do.	↓	4					
Preserves do.	40		1		18½		
Provisions do.	108		2½		16½		2
Rails do.	61½		25				
Ribbons do.		1	↓	↓			
Rice do.	240½	25		12	112½		
Rope do.	16½	12½	9	7	8½		2½
Sacks do.	46	↓	↓		↓		
Salt do.			↓				70
Salt meat do.	5						6
Sardines do.					159½		
Sausages do.			2½	6½	14½		
Sawdust do.	361	719		164½		22	560
Scales do.	1	9	↓		↓		
Seeds do.	34½	22		1			
Shoes do.					34½		1½
Shoemaker articles do.	1½				↓		
Silk do.		↓	1	↓	↓		
Soap do.	319½	1	2		9½		
Soup, canned do.	1		25	↓	1½		1½
Spices do.		↓	↓		3½		
Spoons do.	2						
Starch do.		31	21				6½
Steel do.	8½	3½					1
Stockings do.	2	1	↓		2		
Straw do.	636½	2			4½		10
Sugar do.					3½		↓
Sulphur do.	↓		↓	62	220½		
Tea do.	↓						
Textiles do.	187½	26	28	20	132½		↓
Tiles do.			2, 025				
Tobacco do.	161½	137				1	2½
Tobacco, manufactured do.	3½	1½					
Toys do.	↓	2½	↓	↓	1		
Thread do.	5	1		1			
Umbrellas do.			↓	5½			
Varnishes do.	3½		↓				
Vegetables, dried do.		11½			2½		240
Vinegar do.	993	10, 509			1, 425		
Watches do.	3	↓			↓		
Wickerwork do.	1½	↓					
Wine do.	4, 859	1, 180	20, 719	52, 998	381, 014		6, 320
Wax do.	5½						
Wood do.	311	436	1		2	3, 497	4, 595
Wool do.	79	1	2½	↓			
Zinc do.	2½	↓					
Miscellaneous articles do.	125	8½	6	8½	27		29
Horses do.					11		
Oxen do.					4		60
Sheep do.							50
Chickens, ducks, etc do.							60, 000

*Shipping at Santa Cruz de Tenerife for the year ended December 31, 1901.**

Nationality.	Sailing vessels.		Steamers.		War vessels.			Total.	
	Num-ber.	Ton-nage.	Num-ber.	Tonnage.	Num-ber.	Guns.	Tonnage.	Num-ber.	Tonnage.
Argentina.....			1	1,592				1	1,592
Austria-Hungary.....			2	6,028				2	6,028
Belgium.....			37	94,706				37	94,706
Brazil.....			1	10				1	10
Chile.....			1	2,567				1	2,567
Denmark.....			2	1,728				2	1,728
France.....	1	345	190	250,544	5	88		196	250,889
Germany.....			262	563,255	1	21		263	563,255
Great Britain.....			709	1,344,609				709	1,344,609
Italy.....	4	1,772	76	156,576	1	19		81	158,348
Monaco.....			1	590				1	590
Netherlands.....			2	2,678	1	12		3	2,678
Russia.....			5	3,305	2	22		7	3,305
Spain.....	10	2,582	467	280,660	9	42		486	283,242
Sweden and Norway.....	4	2,139	10	9,993				14	12,132
Uruguay.....	3	1,839						3	1,839
United States.....	2	1,178	1	875	6	51	5,758	9	7,801
Total.....	24	9,850	1,767	2,719,715	25	255	5,758	1,816	2,735,318

*This does not include coasting vessels; the tonnage given is net.

Nationalities of vessels that entered at and cleared from Santa Cruz de Tenerife in 1901.

Nation.	Number.	Nation.	Number.
Argentina.....	1	Monaco.....	1
Austria-Hungary.....	2	Netherlands.....	3
Belgium.....	37	Russia.....	7
Brazil.....	1	Spain.....	1,616
Chile.....	1	Sweden and Norway.....	14
Denmark.....	2	United States.....	9
France.....	196	Uruguay.....	3
Germany.....	263	Total.....	2,946
Great Britain.....	709		
Italy.....	81		

Review of shipping at Tenerife.

Year.	Number.	Year.	Number.	Year.	Number.
1890.....	1,828	1894.....	1,902	1898.....	2,126
1891.....	1,821	1895.....	1,976	1899.....	2,752
1892.....	1,892	1896.....	2,216	1900.....	2,940
1893.....	1,726	1897.....	2,305	1901.....	2,946

NOTE.—The falling off in 1893 and 1894 was on account of the cholera at this port. The decrease in 1898 was due to the war with Spain.

Declared exports from the consulate at Tenerife for the year 1901, compared with 1900.

Articles.	Amount United States gold.	
	1900.	1901.
Almonds.....	\$1,066.16	
Cochineal.....	4,847.23	\$7,743.33
Chick peas.....	2,824.56	2,890.99
Drawn linen work.....	1,291.65	4,653.92
Onions.....	3,965.88	17,263.86
Onion seed.....	3,316.80	3,233.42
Paving stones.....	824.93	656.20
Potatoes.....	1,704.58	10,366.98
Wine.....	608.25	405.64
Miscellaneous.....	520.22	1,770.32
Total.....	20,490.26	49,004.61

Vessels cleared from Teneriffe for the United States, Porto Rico, and Cuba, for which bills of health were issued at the consulate, for the year ended December 31, 1901.

Destination.	Sailing Vessels.		Steamers.	
	Num-ber.	Net tonnage.	Num-ber.	Net tonnage.
United States	7	3,760	38	70,907
United States, Cuba, and Porto Rico			20	50,130
Cuba and Porto Rico	6	1,962	16	38,696
Total.....	13	5,712	74	154,738

Grand total, vessels, 87; net tonnage, 160,445.

Emigration to Cuba from the Canary Islands for the year 1901.

Months.	Tene-riffe.	Grand Canary.	Las Palmas.	Total.
January.....	27	4	21	52
February.....	63	68	87	218
March.....	47	94	59	200
April.....	44	31	113	188
May.....	26	51	78	155
June.....	20	26	24	70
July.....	85	35	58	178
August.....	98	105	101	304
September.....	133	92	138	368
October.....	96	318	110	524
November.....	122	338	127	587
December.....	82	71	40	143
Total.....	798	1,233	956	2,987
Emigration to Cuba in 1900.....	1,636	1,631	2,116	5,382

COSTA RICA: TRADE IN 1901.

I transmit the following report on the commerce and industries of Costa Rica for the year 1901:

Imports by countries and percentage of each.

[Value in American gold.]

Countries.	Value.	Percent-age.
United States	\$1,803,834.91	46.77
Great Britain	841,943.90	21.83
Germany	520,670.76	13.50
France.....	208,425.35	5.43
Spain.....	122,104.16	3.14
Italy.....	118,404.38	3.07
Other countries.....	241,436.96	6.26
Total.....	3,856,820.42	100.00

Imports not included in above:

Live stock (from Nicaragua and Colombia).....	165,583.25
Coined Costa Rica "colones" equivalent to	74,581.35
American gold imported by United Fruit Company.....	313,000.00
Bullion for use in industries.....	437.43

EXPORTS.

[Value in American gold.]

Coffee	\$2, 823, 291. 32
Bananas	1, 532, 581. 78
Cedar, mahogany, and dyewoods	245, 534. 64
Hides and skins	109, 846. 00
Rubber	76, 293. 10
Cacao	9, 052. 00
Live stock	14, 000. 00
Gold bullion (returns probably incomplete)	132, 707. 75
Other articles	22, 385. 44
By parcels post and baggage	11, 096. 67
Total	4, 976, 788. 70
Exports not included above:	
Returned goods	17, 558. 69
Coined gold	549, 701. 48
Silver coined and in bars	39, 149. 04

In the percentage of imports, as compared with 1900, the relative positions of the leading nations remain the same. The United States, England, and Spain have slightly decreased, while Germany and Italy have made a small advance. France remains practically stationary. Italy's total is small, but its relative increase is very great, being over 80 per cent.

IMPORTS.

The value of imports is over \$1,000,000 less than in 1900. In April last, a new tariff schedule was adopted, or rather all existing duties were increased 50 per cent. In anticipation of this increase, the importations in the first months of the year were heavy. But during the last half of the year, the imports greatly decreased. Another reason, and the principal one, is the prevailing low price of coffee, the principal crop of the country. The value of the coffee for the four years, 1898–1901, compared with the preceding four years, 1894–1897, shows a falling off of some \$24,000,000. Also, since the establishment of the gold standard in July, 1900, exchange has fallen many points. Compared with 1899, the coffee growers, when drawing against their shipments, must face a fall of some 80 per cent in exchange, while the price of labor has not decreased more than 25 per cent. During the present season, I am told, some are paying the same wages as in 1899. Other expenses of cultivation and the general cost of living are practically the same. Thus an increase in duties on imported goods has occurred at a time when there is less money than usual with which to buy. The increase in duties and the depressed condition of the coffee industry no doubt account for the decline in importations.

The classes of goods imported from the United States are in the main the same as in recent years—canned goods, mess pork and bacon, flour, machinery and hardware, cotton prints, denims, etc., dynamite, caps and fuse, kerosene, drugs, paints and oils, and boots and shoes. No special fault is found with the packing of American goods, though the interior packing is sometimes not as carefully done as is desirable. I again call attention to the fact that all duties in Costa Rica are levied by gross weight, and therefore care should be taken to make the packing box or case as light as is consistent with strength. Cotton prints and similar grades of goods should be shipped in bales rather than in boxes. Goods shipped from San Francisco to San José

must be brought from Puntarenas, the Pacific port, the greater part of the way in ox carts. The size and weight of the box is an important factor in the overland freight.

A feature of the import trade of 1901 is the increased importation from Italy of cheap cotton goods, and some small articles, such as hats, umbrellas, and parasols, which formerly came from Germany and England.

EXPORTS.

Of the exports, not over 20 per cent of the coffee is sent to the United States, the rest going to Europe; by far the greater part to London. Of the rubber exported, perhaps two-thirds goes to the United States, and a still larger proportion of the hides. All the bananas exported are shipped from Limon to New Orleans and New York.

The banana industry is in a flourishing condition. The number of bunches shipped in 1901 was 3,870,156, valued at \$1,532,581.78. This is the largest exportation in the history of the industry in Costa Rica. The business is wholly in the hands of the United Fruit Company. This company not only owns extensive plantations, but it also makes contracts with other growers at a fixed price per bunch for a term of years.

RAILWAYS.

The Pacific Railroad, in process of construction from San José to a point on the Pacific, is completed and in operation as far as Rio Grande, a distance of 25 miles, and is doing considerable business. A second engine and several new cars have recently been ordered from the United States. The bridge over the Rio Grande, to which reference was made in my last annual report,* is now almost completed and in a few weeks trains will be able to cross. This bridge is the longest in Central America and is by far the most difficult engineering work on the line. The roadbed is graded for about 15 miles beyond the Rio Grande, and the laying of the rails will be a matter of only a short time. This road is being constructed by two American contractors and is owned by the Costa Rica Government.

The San José Electric Light and Traction Company has extended its street railway line about 2 miles to a suburb east of the city. The road is well kept up and the service is first-class.

About 15 miles of banana railway has been laid by the United Fruit Company in the banana region on the Atlantic coast.

All material for these lines comes from the United States.

MINING.

The mining industry is progressing steadily. The Abengares gold fields and the Thayer Mining and Milling Company, both American companies, are making plans for increased plant and are steadily pushing development work. A number of properties in the Aguacate district, probably the richest mineral region in the Republic, have recently been consolidated, and a new company is in process of forma-

*Commercial Relations, 1900, Vol. I; Appendix.

tion to work them. The company is to be chartered in the United States and will have a large capital. A number of prominent men, both native and foreign, are connected with this enterprise. Several other new companies are in process of formation, and the present year bids fair to show greatly increased activity in mining operations.

STEAMSHIP LINES.

The Hamburg-American Steamship Company maintains a line of steamers between New York and Limon. Steamers leave New York every Saturday, touching at Kingston, Jamaica, Savanilla, and Cartagena, in Colombia, and each alternate steamer at Greytown, Nicaragua. They leave Limon every Monday for New York direct, one steamer calling at Kingston each month. Time on outward passage, fourteen days; on homeward passage, eight days.

The United Fruit Company runs steamers between Limon and New Orleans and Mobile. They leave New Orleans Fridays and Limon Thursdays. Two or three other steamers of this company run each week, at irregular dates. The average is three or four steamers a week to New Orleans and one a week to Mobile. Time, five days.

On the Pacific side, the Pacific Mail Company has three steamers a month from Puntarenas to San Francisco. There is also a Chilean line of steamers to San Francisco, running two or three steamers a month, and a German line runs steamers at irregular dates. These lines touch at Mexican and Central American ports. Time, about twenty days.

Maritime movement for 1901.

ENTRANCES AT LIMON.

Nationality.	Number.	Registered tonnage.
STEAMER.		
British	127	185,789
American	62	2,500
Norwegian	43	20,782
Swedish	23	25,223
French	21	14,344
German	63	32,508
Austrian	1	58,569
Italian	2	2,360
Spanish	11	2,671
Danish	14	22,671
Nicaraguan	1	19,863
Costa Rican	2	50
		88
SAILING VESSELS.		
British	7	171
American	8	5,902
Nicaraguan	3	6
Honduras	3	37
Colombian	8	125
Costa Rican	16	165
Total	415	423,759

* Man of war.

† Barges.

Maritime movement for 1901—Continued.

ENTRANCES AT PUNTARENAS.

STEAMERS.		
British	51	67,068
American	55	97,751
Chilean	33	48,459
German	* 1	8,500
Austrian	8	17,948
	* 1	2,840
SAILING VESSELS.		
British	2	2,055
Norwegian	9	8,741
German	6	4,854
Italian	1	1,399
Danish	1	1,060
Colombian	2	52
Costa Rican	1	14
Total	171	255,226

* Man-of-war.

RECAPITULATION.

	En- trances.	Tonnage.
Limon	415	423,759
Puntarenas	171	255,226
Total	586	678,985

Movement of passengers for 1901.

	En- trances.	Depart- tures.
Limon	5,071	2,921
Puntarenas	636	702
Total	5,707	3,623

Difference in favor of entrances, 2,084.

A very large number of these passengers consist of negro laborers from Jamaica.

From Limon, there are four lines of steamers to Europe: The Royal Mail, English; the Hamburg-American, German; a French and a Spanish line. Each maintains a monthly service. The American tonnage at Limon is made up of the steamers of the United Fruit Company, and of several small launches running along the coast.

GOLD STANDARD.

The gold standard has been steadily maintained. Exchange has at times risen above the exporting point, and, as appears in the list of exports above given, a considerable quantity of gold has been exported. The shipment has probably been larger than the figures indicate. The provision of the law requiring import duties to be paid in gold tends to prevent excessive exportation, and the American gold imported by the fruit company also helps to preserve the equilibrium. All indications are that the gold standard is permanently established.

- EXCHANGE.

Exchange during the year has ranged from the par, 215 (\$1 Costa Rica=\$0.465 American gold; \$1 American gold=2.15 colones) to 222; average, 217 or 218.

By the terms of the law which established the gold standard, the American dollar, the English sovereign, French franc, and German mark were slightly undervalued. By a decree of February 18 of the present year these coins are in future to be taken at their par value, viz, dollar=2.15 colones, sovereign=10.45 colones, franc=0.4125 colones, mark=0.51 colones.

JOHN C. CALDWELL, *Consul*.

SAN JOSE, *February 28, 1902.*

EGYPT: TRADE IN 1901.

The report of the customs administration for December has just been issued, and as the totals for the year, as well as those for the preceding one, are compared, I am enabled to obtain a general idea of the result.

The imports show an increase of * £E1,132,569 (\$5,598,289) over the figures for 1900. This total is made up of £E1,114,151 (\$5,507,247) for merchandise and £E18,418 (\$91,040) for tobacco. Comparisons between the last and the previous year's figures show: Total for 1901, £E15,244,939 (\$75,355,733), of which £E14,649,318 (\$72,411,579) consist of merchandise and £E595,621 (\$2,944,155) of tobacco; total for 1900, £E14,112,370 (\$69,757,445), of which £E13,535,167 (\$66,904,330) consist of merchandise and £E577,203 (\$2,853,114) of tobacco.

The total exports for 1901 and 1900, respectively, were £E15,730,088 (\$77,753,825) and £E16,766,610 (\$82,877,353), a decrease of £E1,036,522 (\$5,123,528). The re-exports were £E671,302, showing an increase of £E84,485 (\$417,609). There is gain in tobacco of £E66,372 (\$328,077), £E423,826 (\$2,094,972) having been re-exported in 1900. The general merchandise re-exported in 1901, however, was £E247,326 (\$1,222,532), against £E229,213 (\$1,133,000) in 1900, an increase of £E18,113 (\$89,533). The goods in transit show an augmentation of £E198,812 (\$982,728), totaling £E1,221,538 (\$6,038,062).

The decrease in exports from Alexandria was £E1,161,629 (\$5,741,932), namely, £E15,325,282 (\$75,752,869) in 1901, as against £E16,486,911 (\$81,494,801) in 1900. The imports at this port last year were £E13,378,671 (\$66,130,771), an increase of £E958,365 (\$4,737,198) over the previous year. The imports at Port Said show an increase of, roughly speaking, £E135,000 (\$667,305), rising to £E1,000,000 (\$4,943,000) in 1901. The exports from that port remained stationary. At Suez, the imports increased by £E56,806 (\$280,792) and the exports by £E145,058 (\$717,022). At Kosseir, the exports fell to £E9,082 (\$44,892) in 1901, a decrease of over £E3,000 (\$14,829). The imports at Egypt's Red Sea port increased by £E2,000 (\$9,886) and amounted to £E8,028 (\$39,682). Damietta again shows a falling off this year, the total being £E54,986 (\$271,796). In 1900, there was an increase in the imports of about £E40,000 (\$197,720), but last year they

fell from £E124,833 (\$617,050) to £E103,572 (\$511,956). At El Ariche, the imports increased from £E1,138 (\$5,625) in 1900 to £E2,261 (\$11,176) in 1901. The exports also show a slight increase.

The following shows the imports and exports from different countries:

Countries.	Imports.		Exports.	
	1900.	1901.	1900.	1901.
England.....	\$26,199,699	\$27,525,085	\$45,188,560	\$39,612,762
British East Indies.....	3,442,483	4,361,984		
Germany.....	2,401,957	2,621,609	4,452,773	3,896,569
America.....	1,430,158	1,561,444		
Austria.....	4,453,440	5,196,082	3,175,744	3,106,221
Belgium.....	2,445,544	2,467,410	598,919	410,432
France.....	7,043,711	6,217,498		
Italy.....	3,269,038	3,965,067	2,973,196	2,718,072
Greece.....	600,411	776,422		
Russia.....	3,009,793	3,026,826	5,978,865	8,616,662
Turkey.....	10,978,242	11,104,024	1,434,399	1,546,116

The tobacco imports from Turkey fell from £E438,190 (\$2,165,973) to £E391,366 (\$1,934,522).

The chief item of decrease in exports was cotton, £E11,833,277 (\$58,491,888) worth being exported, a decline of £E1,205,748 (\$5,960,012).

The chief increase in the exports was in gum arabic, which rose to £E254,794 (\$1,259,447), a gain of over £E160,000 (\$790,880).

COTTON GOODS IMPORTS.

The amount of cotton textiles imported was 21,877 metric tons, valued at £E2,091,329 (\$10,337,439), and 17,884,768 meters (19,494,391 yards), valued at £E323,352 (\$1,598,329). The imports from England amounted to 21,187.8 metric tons, of the value of £E2,002,056 (\$9,896,163), and 13,320,038 meters (14,518,841 yards), of the value of £E211,337 (\$1,044,639). These totals include the small quantities imported from England's Mediterranean possessions. Germany sent 154.5 metric tons, of the value of £E19,521 (\$96,492) and 241,929 meters (263,702 yards), of the value of £E6,789 (\$33,558). The cotton textiles from Austria-Hungary amounted to 71.8 metric tons, valued at £E9,465 (\$46,785), and 755,137 meters (823,099 yards), valued at £E20,342 (\$100,551). The figures of France (including Algeria) are 6.4 metric tons, £E755 (\$3,732), and 601,394 meters (655,519 yards), £E14,376 (\$71,061). Italy contributed a total of £E112,902 (\$558,075). The figures for Turkey are 16.4 metric tons, £E2,567 (\$12,689), and 122,162 meters (133,157 yards), £E2,442 (\$12,071). America sent 21,327 meters (23,246 yards). The increase in this class of imports over 1900 was considerable, viz, from 19,103.4 metric tons, valued at £E1,751,449 (\$8,657,412), and 11,747,381 meters (12,804,645 yards), valued at £E235,650 (\$1,164,818), to 21,887 metric tons, valued at £E2,091,329 (\$10,337,439), and 17,884,768 meters (19,494,397 yards), valued at £E323,352 (\$1,598,329). The imports from England rose from £E1,800,000 (\$8,897,400) to £E2,200,000 (\$10,874,600). Germany's contribution, however, decreased from £E35,000 (\$173,005) to £E26,000 (\$128,518). Austria shows an advance of £E2,000 (\$9,886); France a decrease of £E2,000 (\$9,886); Italy a gain from £E63,000 (\$311,409) to £E112,000 (\$553,616).

FLOUR AND MEAL IMPORTS.

The chief increase in the general imports was in flour and meal, which rose from 52,772 metric tons, valued at £E425,584 (\$2,103,662) in 1900 to 71,181 metric tons, valued at £E560,194 (\$2,769,039). Of this England sent 9,159.5 metric tons, valued at £E70,540 (\$348,679). France, as usual, was the largest exporter, sending 44,494.6 metric tons, valued at £E332,652 (\$1,654,299). Turkey sent over 2,000 metric tons, and Italy 1,300 metric tons.

COAL IMPORTS.

There was an increase in the coal imports of 76,965 tons, from 857,579 tons in 1900 to 934,544 tons in 1901; but owing to the fall in price, the value of this class of imports fell from £E1,147,741 (\$5,673,284) to £E1,054,779 (\$5,213,773).

BEER IMPORTS.

There was an increase in the beer imports into Egypt last year of over 31,000 dozen bottles. The total amount of this import last year was 158,055 dozen, of the value of £E33,592 (\$166,045), and 99,679 barrels, of the value of £E49,229 (\$243,339). The amount of bottled beer imported from England increased considerably; the imports in 1900 amounted to 67,024 dozen, of the value of £E13,279 (\$65,638), while this year England sent to Egypt 99,094 dozen, of the value of £E20,327 (\$100,476). The barrels of beer imported from England show a gain of some 600 in number, the total being 17,403; but there was a decrease in value from £E18,661 (\$92,241) to £E17,039 (\$84,224). The imports of German beer show but a slight increase. Last year Germany sent 13,552 barrels, valued at £E5,659 (\$27,973), and 41,470 dozen bottles, valued at £E9,081 (\$44,887), as against 16,010 barrels, valued at £E6,398 (\$31,625), and 37,962 dozen bottles, valued at £E7,509 (\$37,117) in 1900. Austrian beer shows a steady gain, and last year 68,064 barrels, valued at £E26,360 (\$130,297), were sent here as against 63,069 barrels, valued at £E23,590 (\$116,605), in the preceding year. Austrian bottled beer to Egypt also rose from 8,552 dozen, value £E1839 (\$9,090), in 1900 to 10,124 dozen, value £E2,421 (\$11,967), in 1901.

BUTTER IMPORTS.

The butter imports show a falling off of nearly £E30,000 (\$247,150) in value, from 1,586.9 metric tons to 1,139 metric tons. Turkey sent over 1,047.7 metric tons, Italy 37.6 metric tons, and England 28.5 metric tons in 1900 as against 1,453, 35.7, and 43, respectively, in 1901.

IMPORTS OF SHOES.

The number of pairs of boots imported shows an advance of 146,309 pairs. In 1900, the pairs of boots sent here numbered 634,968, valued at £E70,798 (\$349,955), and last year 781,277, valued at £E98,434 (\$486,559). English boot imports increased from 37,735 pairs, value £E8,160 (\$40,335), to 41,065 pairs, value £E9,136 (\$45,159). German boot imports declined from 4,088 pairs to 1,233 pairs last year. Aus-

tria sent 75,099 pairs as against 92,596 in 1900. French imports of boots amounted to 14,782 pairs as against 13,055 pairs in the preceding year. The greatest increase in this line was from Italy. In 1900, Italy sent 5,471 pairs, valued at £E931 (\$4,602), but last year she more than trebled this figure, dispatching 16,994 pairs, of a total value of £E3,219 (\$15,912). Turkish boot imports fell from 84,150 pairs to 76,143 pairs. A noticeable feature in these returns is the way America is pushing her boots in Egypt. In 1900, she sent only 575 pairs, last year, 6,264 pairs.

SOAP IMPORTS.

The soap imports rose from 3,544.7 metric tons, valued at £E69,361 (\$342,852), to 4,746.4 metric tons, valued at £E97,532 (\$482,101). The bulk of these imports came from Turkey, which sent 4,140 metric tons, valued at £E86,121 (\$425,696), as against 2,801 metric tons, valued at £E56,936 (\$281,435), in 1900. The English figures fell from 293.9 metric tons to 193.4 metric tons, while the French rose from 143.4 metric tons to 160.6 metric tons.

SUDAN TRADE.

The export of gum arabic, which had been almost nil during the Dervish rule in the Sudan, revived as soon as this country was opened to trade, and from an average export prior to 1899 of from 100 metric tons to 150 metric tons per annum, it rose suddenly in 1899 to 630 metric tons, and in 1900 to 1,863 metric tons. The local speculation in gum last year and the downward tendency of the market in Europe led to a loss of £50,000 (\$243,325) to Sudan gum traders. The exporters at first based their speculations on the reports from Egypt, which were at the outset very favorable; and the first lots of gum, in fact, sold well. It was only when the large stocks arrived and the prices fell in Europe that the danger was seen. Sudanese speculators, however, refused to recognize the real state of the market and vainly tried to keep up prices. Kordofan gum was then selling at Omdurman for from 31.10 francs to 41.50 francs (\$6 to \$8) the cantar (about 99 pounds). If the cost of packing freight to Alexandria and agency charges are added, the net price would be from 40.20 francs to 50.60 francs (\$7.75 to \$9.76) f. o. b. Alexandria. The best offers obtainable were from 29.50 francs to 34.70 francs (\$5.69 to \$6.70) delivered free at Cairo or Alexandria, which represents a loss of 30 to 40 per cent. Yet, in spite of this, speculation continued. When the banks asked for the reimbursement of their advances and forced their clients to sell at once, the large stocks thrown on the market hastened the crisis. It is expected that with the new crops, which are now coming, in there will be a better outlook, as many traders left the gum business after last year's experience, and the banks are very careful in making advances. A writer in the Bulletin of the French chamber of commerce warns traders from doing any business in gum by samples, as in the case of such a product, gathered in far-off districts by persons who are more or less savage, it is impossible for samples to be of any utility. He recommends, in preference, that the buyer in Europe should send to his agent a type representing the quality desired.

Of the total export of gum arabic last year, viz, 6,709.3 metric tons, valued at £E254,794 (\$1,259,447), England took 2,060 metric tons,

valued at £E75,922 (\$375,282), and France 1,649.9 metric tons, valued at £E61,354 (\$303,273); 829.1 metric tons went to America, 872.2 metric tons to Austria, and 558.1 metric tons to Germany.

UNITED STATES TRADE.

Although it appears from the above figures that American imports into Egypt are increasing steadily, and our trade relations with this country improving, yet it is to be regretted that there is not a business house in Egypt with American capital and energy behind it. In this respect we are at a very considerable disadvantage compared with the other commercial nations of the world, whose interests are advanced by active representation. There is an inviting field here for American enterprise.

American farming implements and machinery, pumps, pumping machines, and windmills, furniture, boots, shoes, and all manner of leather goods should find a good market here.

OIL FUEL.

A good market is rapidly developing in this country for liquid fuel, and arrangements are now perfected for the delivery at Alexandria of petroleum direct from Texas.

The petroleum and liquid fuel stores of the Shell Transport and Trading Company in the Gabbari quarter of Alexandria are being considerably enlarged, and a new tank was launched on Wednesday last. There are already two tanks, each capable of holding 4,000 tons of petroleum. The two new tanks now in course of construction are for liquid fuel, and will each hold 4,000 tons. Petroleum was first sold in bulk at Suez about three years ago, and the Shell Company started delivering oil in Alexandria twelve months ago. Besides the tanks at Alexandria, there are three at Suez, with a capacity of 4,000 tons each. There are also tanks at Cairo, Tantah, Benha, and the principal villages.

As soon as the Suakin-Berber line is constructed, the Shell Company will import oil fuel into the Sudan, and in view of the enormous price of coal there, the liquid should find a very profitable market.

JOHN G. LONG,

Agent and Consul-General.

CAIRO, February 26, 1902.

MADAGASCAR: TRADE OF TAMATAVE IN 1901.

I transmit a summary (translated from the Journal Officiel) of the trade returns for this port during the year 1901.

It is to be observed that the imports into Tamatave for the year amounted to \$3,203,429, which gives \$890,196 in excess of the previous year, and shows a steady annual increase since 1897, when the figures stood at \$2,103,523.

The tabulated statistics inclosed will for the most part speak for themselves, except that it should be noted that the half-million dollars standing against "farinaceous foodstuffs" (which is considerably more

than double the figure for the previous year), as well as the comparatively high figures (\$106,663) for "colonial produce," virtually means rice and other subtropical food products, which, by the nature of things, Madagascar ought to produce herself.

A glance at the export statistics, which show a total decrease of \$73,953, reveals a decided activity in the export cattle trade; but the three staple export articles, rubber, gold dust, and rafia fiber, show an average falling off of \$50,000 each.

These unsatisfactory features are due in every case to the paucity and apathy of the population, and to the fact that the bulk of the available native labor is absorbed by the administrative machinery of the country, which not only has to pay for that labor with money furnished by the mother country, but at the same time leaves no hands free, either to plant and cultivate sufficient food or to develop the natural resources of the country.

Among the latest decrees favorably affecting our trade is that published last month, admitting into Madagascar at the minimum tariff rates lard and canned meats of American origin. By the general tariff hitherto applicable to these goods, lard paid 40 francs (\$7.70) duty per 100 kilograms (220.46 pounds), and canned meats 100 francs (\$19.30) per 100 kilograms. The tariff now stands, for lard, \$2.19 per 100 pounds, and canned and preserved meats (called generally in French, "Charcuterie fabriquée"), \$4.37 per 100 pounds.

WILLIAM H. HUNT, *Consul*.

TAMATAVE, *January 29, 1902.*

Imports into Tamatave during the year 1901.

Articles.	Value (United States currency).				Weight (tons).			
	1901.	1900.	Difference.		1901.	1900.	Difference.	
			Increase.	Decrease.			Increase.	Decrease.
Animal produce	\$72,340.45	\$39,812.81	\$32,527.64		288.4	168.2	120.2	
Arms and ammunition	20,285.45	22,853.32		\$2,567.87	47.9	55.9		8
Chemicals	14,409.18	11,879.34	2,529.84		498.6	845.8		347.1
Colonial produce	106,663.18	91,183.23	15,479.95		504.8	468.7	36.0	
Dyeing and tanning stuffs	113.29	74.30	38.99		.4	.2	.1	
Dyes (prepared)	292.78	526.11		233.33	2.4	978.3		970.9
Farinaceous food stuffs	518,172.38	207,634.61	310,537.77		11,680.3	4,399.17	7,281.3	
Fibers and seeds for manufacture	1,032.93	2,463.06		1,430.13	11.3	5.6	5.6	
Fishery products	17,601.79	20,503.93		2,902.14	80.6	108.3		27.7
Fruits and seeds	5,265.23	4,088.31	1,176.92		27.8	23.3	4.5	
Furniture	33,494.76	13,880.76	19,614.00		80.2	72.5	13.7	
Glass and crystal	15,188.89	10,572.34	4,616.55		117.9	70.9	47	
Hides and peltry	31,867.51	22,066.46	9,301.05		33.7	31.2	2.4	
Liquors	345,707.58	343,340.05	2,367.53		3,465.5	4,062.5		697
Live animals	3,576.67	889.55	2,787.12		6.6	1.1	5.5	
Medicinal products	109.04	188.75		79.71	1.4	.7	.7	
Metals	98,898.99	44,149.71	54,749.28		846.6	479.7	366.9	
Metal (articles of)	436,426.55	217,514.86	218,911.69		2,099.5	1,646.1	453.4	
Musical instruments	9,711.76	10,481.05		769.29	20.9	24.4		8.5
Paints	17,733.99	11,141.11	6,592.88		122.5	72.1	50.4	
Paper and its appliances	48,164.88	41,213.22	6,951.66		210.6	227.8		17.2
Pottery	10,987.87	4,814.19	6,173.68		80.2	78.3	1.9	
Rope and cordage	10,460.02	10,428.17	31.85		31.6	31	.6	
Stone, marble, cement	164,355.32	44,183.29	102,172.03		9,000.1	2,498	6,501.9	
Straw and basket work	20,343.16	22,504.57	2,161.41		29.2	33.5		4.2
Textile fabrics	859,919.80	903,929.40		44,009.60	1,541.3	2,575.2		1,034
Vegetable gums and oils	29,335.42	25,413.27	3,922.15		171.1	158.9	12.1	
Wood (timber)	43,065.12	29,737.44	13,347.68		1,163.4	856.3	307	
Wood (articles of)	22,989.58	15,498.09	7,491.49		208.6	125.8	82.8	
Other articles of different composition too varied to mention	245,395.43	181,583.07	63,812.36		1,160.8	1,247.6		87.8
Total	3,208,429.30	2,354,448.37	890,196.96	49,089.93	33,534.5	21,342.6	15,924.5	3,097.7

Exports from Tamalave during the year 1901.

Articles.	Value (United States currency).				Weight (tons).			
	1901.	1900.	Difference.		1901.	1900.	Difference.	
			Increase.	Decrease.			Increase.	Decrease.
Animals (live).....	\$28,723.22	\$218.67	\$28,504.55	.....	209.8	0.3	209.4	.....
Animal produce.....	63,153.07	25,390.11	37,762.96	.....	242.6	107.7	134.9	.....
Colonial produce.....	16,061.23	11,152.90	4,898.33	.....	8.8	9.3	.....	0.4
Fibers (Hofa, etc.).....	142,658.07	186,869.33	.....	\$44,211.26	1,345.2	1,525.4	.....	180.2
Fruits and seeds.....	70.44	78.98	.....	8.49	1.9	.7	1.2	.....
Hard stones (for cutting).....	154.01	149.58	4.43	.....	1.2	2.3	.....	1.1
Manufactured articles.....	110.59	19.30	91.29	.....	.2	.....	.2	.....
Metals (gold dust).....	589,359.66	634,088.58	.....	44,678.92	1.2	1.3	.....	.1
Metal (articles of).....	190.68	248.78	.....	58.10	.....	.....	.....	.....
Straw and grass work.....	876.08	373.45	502.58	.....	1.1	.7	.4	.....
Textile fabrics.....	17.37	172.16	.....	154.79	.....	.....	.....	.....
Timber.....	8,463.24	3,248.36	5,219.88	.....	306.6	127.3	179.4	.....
Vegetable gums (rubber).....	30,125.96	91,757.80	.....	61,631.85	43.5	37.6	.....	44
Other articles.....	153.18	327.13	.....	193.95	5.2	6	.....	.8
Total.....	880,086.74	954,040.10	76,953.36	150,937.38	2,167.7	1,869	525.5	226.8

Decrease in value for 1901, \$73,953.36.

MEXICO: TRADE OF VERA CRUZ.

The figures expressing the values of export and import through this port, as given in the subjoined tables, represent Mexican currency, inasmuch as reducing them into any other currency would destroy their practical value as statistics, on account of the great fluctuation of exchange during the period covered. For instance, exchange on New York has ranged from 90 to 135 per cent premium.

The whole period has been marked by an unusual commercial depression as compared with previous years, producing almost an economic crisis—not alone for this consular district, but for the whole Republic. The effects are well demonstrated in the decrease in the imports and exports of the various commodities and products, as compared with those of the foregoing fiscal year. While the export of coffee through this port in 1899–1900 was, for instance, over \$9,000,000, during the past fiscal year it reached but little over \$5,000,000. The total exports declared from this consular district fell from \$4,654,159 (United States currency) in 1900 to \$3,219,225 in 1901; those of coffee during the same period declined from \$2,900,033 to \$1,628,830. While the total export through this port amounted to \$21,000,000, almost \$6,000,000 was Mexican silver coin, while in the foregoing fiscal year, there was less than \$3,500,000 of coin out of a total of \$25,000,000. The total export of Mexican silver from the Republic during the past fiscal year is reported at \$16,000,000.

It will easily be understood that, under such conditions, exporters held back their products, and as importers had to pay higher rates for goods, they consequently limited their orders to necessities.

It may be mentioned that an overproduction of the cotton mills of the Republic was reported, and some of them decided to close their workshops for a while, others reducing their working capacity. It was also in consequence of the general depression that one or more of the old and well-founded commercial houses of this city had on a few occasions difficulties in meeting their liabilities. It seems, however, that since December last, the country has again entered upon the

highway of prosperity, as exports are once more increasing and money seems to be easy and interest low.

As a new feature of the exports from this port may be mentioned sugar, which amounted to 824,180 pounds (against 2,745 pounds in 1900), of a value of \$38,216, of which only 3,764 pounds went to other countries and the balance to the United States. The total production of sugar in the Republic of Mexico during the period above mentioned is estimated at 80,000 tons. Nearly the entire output was consumed in the country, and \$25,000 worth was imported.

W. W. CANADA, *Consul.*

VERA CRUZ, *March 20, 1902.*

Number of vessels and amount of cargo arrived at the port of Vera Cruz during the fiscal year 1900-1901.

Nationality.	Vessels.				Cargo.				Total.			
	Number.		Tonnage.		Tons of 2,000.		Bales.		Vessels.		Cargo.	
	Steamers.	Sailing.	Steamers.	Sailing.	Steamers.	Sailing.	Steamers.	Sailing.	Vessels.	Tonnage.	Tons of 2,000 lbs.	Bales.
American	56	29	214,708	17,929	48,579	19,116	476,068	308,516	85	232,632	67,696	784,574
1899-1900	55	38	188,150	15,535	28,235	25,756	541,648	338,018	93	205,489	51,989	789,696
English	92	5	265,021	854	144,734	1,289	830,106	54,594	97	265,875	146,028	884,699
Spanish	46	1	184,702	.....	45,967	.....	229,450	.....	46	184,702	45,967	229,450
Norwegian	51	4	82,529	3,126	56,254	3,589	175,545	54,448	55	85,656	59,843	229,988
German	30	1	71,398	3,355	23,966	1,100	276,289	786	31	74,748	25,066	277,075
French	12	.....	64,029	.....	7,802	.....	96,841	.....	12	64,029	7,802	96,841
Italian	1	.....	425	.....	177	.....	362,650	.....	1	425	177	362,650
Swedish	2	.....	267	.....	164	.....	22,019	.....	2	267	164	22,019
Portuguese	1	.....	554	.....	736	.....	12,735	.....	1	554	736	12,735
Mexican	6	2	4,723	88	2,318	154	16,972	.....	8	4,811	2,467	83,778
Total	293	45	887,100	26,598	329,605	26,325	2,100,260	832,549	338	913,698	355,930	2,982,809
1899-1900	298	41	884,820	16,652	282,465	25,360	2,702,910	395,393	339	901,472	307,825	3,098,308

Number of vessels cleared and amount of cargo carried from the port of Vera Cruz during the fiscal year 1900-1901.

Nationality.	Vessels.				Cargo.				Total.			
	Number.		Tonnage.		Tons of 2,000.		Bales.		Vessels.		Cargo.	
	Steamers.	Sailing.	Steamers.	Sailing.	Steamers.	Sailing.	Steamers.	Sailing.	Number.	Tonnage.	Tons of 2,000 lbs.	Bales.
Americans	56	26	209,642	14,702	25,142	.....	398,875	.....	82	224,344	25,142	398,875
1899-1900	54	36	181,014	16,148	27,098	987	408,647	1,224	90	197,162	28,085	404,871
English	93	4	284,781	705	4,899	.....	62,765	.....	97	285,486	4,899	62,765
Spanish	45	.....	180,251	.....	5,062	.....	57,416	.....	45	180,251	5,062	57,416
Norwegians	46	2	76,113	1,817	887	.....	4,781	.....	48	77,930	887	4,781
Germans	30	1	80,001	705	4,950	.....	89,455	.....	31	80,706	4,350	89,455
French	12	.....	64,589	.....	3,021	.....	46,228	.....	12	64,589	3,021	46,228
Argentine	1	3	1,550	501	.....	.....	.....	.....	4	2,057	.....	.....
Portuguese	1	.....	554	.....	.....	.....	.....	.....	1	554	.....	.....
Italians	1	1	425	.....	.....	.....	.....	.....	1	425	.....	.....
Total	283	38	896,927	19,409	43,961	.....	654,468	.....	321	916,336	43,961	554,468
1899-1900	298	40	865,287	18,202	71,129	2,190	1,035,545	15,235	338	881,429	73,519	1,048,778

Value of imports through the port of Vera Cruz during the years 1900-1901 and 1899-1900.

	United States.		England.		France.		Germany.	
	1900-1901.	1899-1900.	1900-1901.	1899-1900.	1900-1901.	1899-1900.	1900-1901.	1899-1900.
Animal products...	\$158,045	\$111,966	\$88,198	\$101,688	\$491,506	\$427,189	\$255,306	\$264,888
Vegetable products...	1,286,269	740,302	325,060	60,577	196,878	176,150	237,287	201,330
Mineral products...	1,690,393	1,668,288	925,446	1,082,728	542,732	635,654	824,858	788,866
Cloth and textures...	95,686	125,696	2,388,231	2,559,170	1,418,094	1,755,282	908,518	961,943
Chemical products...	122,759	96,112	128,708	167,507	208,058	217,279	345,109	358,608
Liquors and ferment-								
ed products...	26,060	6,436	40,794	32,988	650,257	768,725	46,377	38,656
Paper and its manu-								
factures...	135,350	116,866	54,871	31,521	250,066	267,304	278,862	220,249
Machinery...	706,377	596,048	1,069,414	1,517,302	365,334	224,600	478,414	504,812
Vehicles...	50,968	58,711	40,711	1,648	41,282	31,472	30,668	8,784
Articles not classi-								
fied...	214,276	411,444	87,545	188,189	342,878	340,662	128,050	130,721
Total.....	4,486,178	3,682,140	5,098,976	5,698,268	4,507,082	4,844,377	3,528,349	3,453,891

	Spain.		Belgium.		Other countries.		Total.	
	1900-1901.	1899-1900.	1900-1901.	1899-1900.	1900-1901.	1899-1900.	1900-1901.	1899-1900.
Animal products...	\$197,577	\$264,510	\$63,655	\$64,681	\$209,076	\$178,170	\$1,463,285	\$1,418,092
Vegetable products...	284,562	271,472	6,708	1,106	388,387	661,285	2,674,141	2,112,171
Mineral products...	91,130	169,925	187,009	101,473	1,064,961	141,068	5,266,509	4,493,039
Cloth and textures...	142,000	180,308	118,357	101,106	820,808	290,212	5,386,689	5,923,706
Chemical products...	20,380	12,332	8,429	7,774	22,423	20,769	855,864	860,381
Liquors and ferment-								
ed products...	750,601	708,390	9,055	8,062	50,252	49,799	1,573,596	1,613,108
Paper and its manu-								
factures...	456,245	481,572	11,389	9,916	122,565	130,969	1,309,846	1,278,997
Machinery...	34,627	33,587	7,544	23,099	97,927	72,844	2,750,637	2,972,338
Vehicles...		63	610	175	26	441	164,164	101,294
Articles not classi-								
fied...	91,926	105,202	18,962	10,707	63,145	59,831	946,777	1,191,960
Total.....	2,069,088	2,177,848	380,618	328,087	2,279,552	1,625,353	22,349,788	21,960,063

Exports through the port of Vera Cruz during the fiscal year 1900-1901.

Articles.	United States.		England.		France.		Germany.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Kilos.*		Kilos.*		Kilos.*		Kilos.*	
Foreign gold coin...		\$1,107						
Gold bars...		83,554		\$99,715		\$13,420		\$748
Sulphide of gold...		29,547						1,249
Silver ores...	103,906	11,858	267,424	128,019			157,740	55,098
Silver bars...		1,542,149		185,102		94,542		5,857
Sulphide of silver...		228,187		62,780				87,390
Foreign silver coin...								
Mexican silver coin...		50,000		5,298,186		372,000		
Garlic...	63,678	13,310						
Sugar...	372,916	87,350			241	100	68	18
Coffee...	7,622,626	3,576,929	623,799	254,004	857,050	383,126	1,418,781	691,855
Rubber...	55,482	127,063	1,450	400	1,690	3,504		2,465
Chicle...	31,678	37,110					60	70
Beans...	3,460	888	10,405	556	316	72	43,623	1,798
Pease...	306	60						
Cabinet wood...	2,831,484	95,415	1,087,121	26,615	46,429	1,398	48,450	2,546
Dyewood...	2,894,169	72,807	288,300	8,588	324,181	23,780	56,020	1,225
Onyx...	705,825	61,964			23,080	1,900	1,000	100
Goatskins...	510,780	627,109			2,899	4,150	50	150
Hides...	1,006,077	429,010	6,049	2,390	17,365	7,482	3,843	1,738
Deerskins...	36,571	38,726	155	160			41	25
Jalap...	63,107	19,789	3,148	1,880	225	450	42,602	16,321
Broom root...	189,735	80,858	100	400	1,478,850	487,042	1,760,499	650,170
Leaf tobacco...	71,991	68,285	13,071	14,220	71,172	27,000	1,003,197	800,154
Cigars, etc...	38,900	71,918	208,855	524,009	6,890	20,897	11,332	38,651
Vanilla...	10,207	314,854			1,161	32,561	1	20
Miscellaneous...	842,017	159,399	425,890	69,486	143,904	99,839	742,962	68,837
Total.....	1,454,907	7,778,128	2,875,268	6,651,048	2,969,458	1,573,288	5,291,522	2,424,510
1899-1900	20,204,063	10,867,313	11,557,615	5,169,577	4,386,319	2,063,178	16,305,832	3,229,133

* 1 kilo = 2.2046 lbs.

Exports through the port of Vera Cruz during the fiscal year 1900-1901—Continued.

Articles.	Spain.		Belgium.		Other countries.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Kilos.*		Kilos.*		Kilos.*		Kilos.*	
Foreign gold coin.		\$2, 156				\$765		\$4, 028
Gold bars		194		\$11, 396				206, 967
Sulphide of gold								30, 796
Silver ores							529, 070	189, 970
Silver bars				4, 565				1, 782, 681
Sulphide of silver.								578, 257
Foreign silver coin.		4, 450						4, 450
Mexican silver coin.								5, 720, 136
Garlic					97, 890	18, 603	161, 568	26, 913
Sugar	1, 402	748					374, 627	36, 216
Coffee	311, 078	157, 610	454	283	248, 580	117, 152	11, 082, 813	5, 210, 589
Rubber			149	800	194	900	80, 367	135, 122
Chicle			81	50			31, 819	37, 280
Beans	2, 251	235			3, 399, 045	310, 250	3, 459, 110	513, 299
Pease	4, 328, 226	857, 917			1, 551, 936	296, 642	5, 380, 470	1, 154, 619
Cabinet wood	57, 502	2, 580	135, 919	4, 155	163, 719	6, 040	4, 320, 624	138, 744
Dyewood							3, 557, 560	105, 678
Onyx			11, 000	4, 400			740, 905	68, 364
Goatskins							513, 729	631, 409
Hides	56	75					1, 039, 390	440, 690
Deerskins							35, 767	38, 911
Jalap							108, 977	38, 440
Broom root	1, 167	510	16, 480	4, 800	2, 110	800	3, 443, 546	1, 224, 220
Leaf tobacco			468, 808	522, 900	77, 466	56, 869	1, 705, 705	1, 489, 378
Cigars, etc	1, 604	3, 990	291	650	192	600	265, 064	660, 715
Vanilla			10	200			11, 879	347, 135
Miscellaneous	102, 807	57, 064	126, 715	34, 702	3, 490, 184	1, 047, 642	5, 874, 479	1, 584, 969
Total	4, 808, 098	1, 087, 908	759, 906	588, 881	9, 081, 416	1, 851, 263	43, 188, 569	21, 954, 876
1899-1900	4, 166, 610	797, 156	1, 000, 945	701, 091	8, 456, 725	2, 690, 006	66, 078, 099	25, 507, 454

*1 kilo. = 2.2046 lbs.

DETAILS OF EXPORTS TO OTHER COUNTRIES.

Countries.	Articles.	Kilos.	Value.
Austria	Coffee	45, 810	\$29, 214
Holland	Coffee	2, 126	1, 500
	Rubber	194	900
	Cabinet wood	163, 719	6, 040
	Leaf tobacco	65, 364	43, 250
	Cigars	192	600
		231, 596	52, 290
Italy	Coffee	1, 023	518
	Broom root	2, 210	800
	Miscellaneous	723	1, 131
		3, 956	2, 449
Island of Cuba	Foreign gold coin		765
	Garlic	97, 890	13, 603
	Coffee	199, 621	85, 920
	Beans	3, 399, 045	310, 250
	Pease	1, 551, 936	296, 642
	Leaf tobacco	12, 102	13, 619
	Miscellaneous	3, 499, 461	1, 046, 511
		8, 750, 055	1, 767, 310
	Total	9, 081, 416	1, 851, 263

MOROCCO.

Consul-General Gummeré sends from Tangier, March 3, 1902, trade returns of Morocco for 1900, as given below.

Returns of imports at

Articles.	How manifested.	Weight.	Value.	Great Britain and Gibraltar.		France and Algeria.		Germany.	
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Bricks and tiles:			£ s. d.						
Bricks	1,000		1 0 0			11,150	£11		
Bricks, fire	do		4 10 0	2,000	£9				
Tiles—									
Roofing	do		7 0 0			70,797	496		
Mosaic	Cases		6 0 0			809	93		
Glazed	1,000		4 0 0			87,200	849		
Ridge	do		8 0 0			3,940	31		
Red, square	Bundles		2 0 0			917	92		
Marble	Cases		3 0 0	6	18	1,067	3,201	120	£360
Candles	do		15 0	8,336	6,252	132	99	506	379
Chemicals:									
Acids—									
Arsenic	Barrels	1 cwt	7 0 0			6	42		
Sulphuric	Cases	2 cwt	1 0 0			26	26		
	Demijs.	do	1 0 0	2	2	4	4		
Boracic	Bales	1 cwt	2 0 0			1	2		
Boric	do	do	2 0 0			1	2		
Citric	Cases	do	10 10 0			3	31		
Tartaric	do	do	8 10 0			1	8		
Soda	Barrels	2 cwt	4 0 0	93	372				
Ammoniac—									
Salt	Sacks	1 cwt	2 2 0	2	4				
Potash	Cylind's	do	3 0 0			13	39	175	525
Sulphur	Sacks	1 cwt	18 0			10	1		
Tartar	Barrels	do	1 10 0			1	2		
Mercury	Bottles	14 bbls.	2 10 0	2	5				
Bicarbonate of soda.	Bags	1 cwt	1 0 0	10	10				
Saltpeter	Sacks	1 cwt	1 0 0					200	200
	Cases	do	5 10 0	60	330	31	170	3	16
Drugs	Barrels	do	5 10 0			22	121		
Medicines	Cases	do	6 0 0	18	108	12	72	31	186
Sarsaparilla	Bales	do	5 0 0	2	10	30	150		
	Cases	do	5 0 0	3	15				
Mineral waters	do	do	1 10 0	13	19	165	247	32	48
	Bales	10 cwt	90 0 0	5	450			167	15,030
Cloth	Bundles	do	90 0 0					34	3,060
	Cases	do	9 0 0	7	63	11	99		
Clothing	Bundles	do	2 0 0	15	30	3	6	6	12
	Tons.	do	1 10 0	3	5	200	300		
Coal	Sacks	2 cwt	3 0 0	109	16	21	3		
Coffee	do	1½ cwt	3 0 0	40	120	392	1,176	263	789
Cotton:									
Raw	Bales	4½ cwt	9 10 0	250	2,451				
	do	22 cwt	90 0 0	857	77,130	169	15,210	400	36,000
Manufactured	Cases	10 cwt	50 0 0	435	21,750				
	do	do	30 0 0			641	16,230	25	750
Muslin	Bales	70 0 0	70 0 0	901	63,070				
Salem pores	do	8 cwt	45 0 0			21	945		
Bathing materials	Cases	do	1 0 0	2	2				
Lamp wick	Bales	2 cwt	14 0 0	6	84				
	Cases	do	1 10 0	24	36				
Drapery	Parcels	do	1 5 0	16	20				
	Cases	do	1 10 0	12	18	75	112		
Haberdashery	Bales	do	4 0 0	7	28				
Hosiery	Cases	do	1 10 0	26	39	1	2	31	46
Shirts	do	do	3 0 0						
Embroidery	Packs	do	1 0 0						
Thread	Cases	do	3 0 0	5	15	11	33	4	12
Deals and timber	Pieces	do	8 0	82	33	3,783	1,513	678	271
	do	do	8 0						
Earthenware	Cases	do	1 0 0	109	109	27	27		
	Barrels	do	2 0 0	43	86	73	146		
China	Cases	do	14 10 0					139	2,016
Flour	Sacks	do	16 0	2,895	2,316	8,496	6,796		
	Cases	do	5 0 0	67	335	31	155	16	80
Furniture	Bundles	do	3 0 0	50	150	26	78		
	Cases	do	10 0 0	4	40	6	60	19	190
Chairs	Dozens	do	3 0 0	3	9	8	24	10	30
Mirrors	Cases	do	6 0 0	6	36	33	222	18	108
Bedsteads	do	do	12 0 0	42	504	8	96	4	48
	Bundles	do	6 0 0	96	576	4	24		
Brass	Number	do	6 0 0	1	6				
Oilcloth	Bales	do	3 0 0	19	57				
Glassware	Cases	do	5 0 0	13	65	77	385	202	1,010
Panes	do	do	5 0 0	5	25			212	1,000

Tangier during 1900.

Spain.		Italy.		Austria.		Holland.		Portugal.		Total quantities.	Total values.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		English currency.	United States currency.
										11,150	£11	\$53
										2,000	9	43
										10,797	496	2,413
1,406	£421									1,715	514	2,501
2,700	11									89,900	360	1,751
										3,940	31	150
15	1									932	98	452
4	3	400	£1,200							1,593	4,779	23,258
										6	42	204
										26	26	126
11	11									17	17	82
										1	2	9
										1	2	9
										3	31	160
										1	8	38
2	8									96	380	1,849
										2	4	19
										187	564	2,744
										10	9	43
										1	2	9
										2	5	24
										10	10	48
										200	200	973
108	594									202	1,110	5,400
25	137									47	258	1,256
										61	366	1,781
										32	160	778
										8	15	76
15	22									225	339	1,635
3	270									175	15,750	76,650
										34	3,060	14,390
										18	162	788
9	18									33	66	321
197	296									400	600	2,919
20	3									150	22	107
10	30											
										258	2,451	11,970
3	270			9	£810					1,438	129,420	629,780
										435	21,750	105,850
										566	17,220	83,800
										901	63,070	306,940
38	1,710									59	2,655	12,920
										2	2	9
										6	84	408
										24	36	175
										16	20	97
										87	130	632
										7	28	136
56	84									26	171	832
3	9									3	9	43
										1	1	5
										44	132	642
20	8			*1,222	*489					5,785	2,314	11,260
										3,000	12,000	58,398
2	2									138	138	671
2	4									182	264	1,284
										141	2,045	9,950
16	80									146	730	3,552
194	582			6	18					276	828	4,029
										34	340	1,654
										21	63	306
3	18									65	390	1,898
20	240									74	888	4,321
41	246									141	846	4,117
										1	6	29
										19	57	277
17	85					120	600			429	2,145	10,438
										217	1,085	5,278

*Sweden.

Returns of imports at

Articles.	How manifested.	Weight.	Value.	Great Britain and Gibraltar.		France and Algeria.		Germany.	
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Glassware—Cont'd.			£ s. d.						
Globes	Cases		4 0 0						
Empty bottles	do		1 0 0	30	£30	3	£3		
	Barrels		8 0 0	11	4				
	do		5 0 0	5	25			24	£120
Groceries	Cases		5 0 0	70	350	4		20	20
	Hamp'rs		5 0 0	76	380	10	20	176	880
	Cases		5 0 0	38	10	128	32		
Biscuits	Barrels		14 0 0	528	370	6		40	28
	Cases	1 cwt	6 0 0	8	48	55	330		
Buttery	Barrels	do	6 0 0	38	198				
	Tube	7 lbs	2 9	45	6				
Margarine	Bundles	28 lbs		28	13				
	Cases	1 cwt	2 10 0	56	140	26	65		
Cheese	Barrels	2 cwt	5 0 0	2	10	6	30		
	Bundles	56 lbs	25 0 0	7	9	7	9		
	Cases	50 lbs	16 0 0			4	3		
Chicory	do	1 cwt	1 10 0	110	165				
Confectionery	Buckets	28 lbs	13 0 0	668	434	20	80		
Lard	Cases	1 cwt	8 0 0	16	6			168	109
Salt	Bags	do	8 0 0	17	7			2	1
	Cases	do	6 0 0	74	444	39	234	22	132
Provisions	Pkgs	1 cwt	3 0 0	44	132			22	66
Bacon	Cases	1 cwt	2 10 0	132					
	do	2 cwt	10 0 0	12	120				
Ham	Barrels	do	10 0 0	12	120				
	Bundles	45 lbs	2 0 0	4	8				
Potatoes	Sacks	2 cwt	8 0 0	174	190	2,751	1,100	100	40
Cocoa	Cases	14 lbs	9 0 0	20	9				
Rice	Sacks	2 cwt	1 0 0	5	5	29	29	139	139
Salchichon	Cases	1 cwt	6 10 0	34	221	4	26		
Lentils	Sacks	do	2 0 0	1	2	10	20		
Beans	do	2 cwt	1 0 0	11	11	75	75	2	2
Oatmeal	Parcels	1 cwt	1 0 0	10	10				
Chocolate	Cases	do	4 10 0	17	77	29	130	9	9
Italian paste	do	do	1 15 0	135	236	1,562	2,734		
Peas	Sacks	do	9 0 0			12	5		
Tapoca	Cases	1 cwt	7 0 0			1	7		
Soap	Cases	do	10 0 0	997	498	104	52	4	2
Starch	do	do	18 0 0	143	129	1	1	140	126
Blacking	do	do	1 0 0	1	1				
Pickles	do	do	3 0 0					16	48
Olives	Barrels	do	2 0 0			4	8		
	Hamp'rs	do	2 0 0			10	20		
	Cases	do	3 0 0	19	57	135	405	22	66
Preserves	Packgs	do	1 10 0			6	9	13	18
	Casks	do	3 0 0	16	48	12	36		
Tinned goods	Cases	1 cwt	5 0 0	9	45				
Sardines	do	56 lbs	2 0 0	16	32				
Milk	do	4 doz	1 0 0	89	89	16	16	14	14
Oil men's stores	do	1 cwt	5 0 0	91	455				
Fish, cod	do	do	24 0 0	9	11	6	7		
	Bales	1 cwt	12 0 0	96	57	2	1	16	10
Herrings	Barrels	3 cwt	3 0 0	38	114	12	36	1	3
Fruits:									
Prunes	Cases	do	1 10 0						
Raisins	Sacks	1 cwt	12 0 0	2	1				
Figs	Cases	25 lbs	2 6	37	5				
Currants	do	56 do	28 0	3	4				
Dates	do	do	6 0	1,143	343	6	2	9	3
Dates, fresh	Hamp'rs	do	1 0 0	13	13				
Cocoanuts	Sacks	do	1 0 0						
Peanuts	do	1 cwt	15 0 0			10	7		
Hardware	Cases	do	8 0 0	59	472				
Baths	Barrels	do	7 0 0	28	196				
Cisterns	Number	do	3 0 0	1	3				
Needles	do	do	3 0 0	7	21				
Ironmongery	Cases	do	1 0 0					16	16
Pumps	Crates	do	8 0 0			5	40	47	376
Pumps, brass	Bundles	do	12 0 0	6	72				
Lamps	do	do	15 0 0	5	75				
Burners	Cases	do	8 0 0	4	32	1	8	13	104
	do	1 cwt	1 0 0	2	2				
Nails	do	do	17 0 0	56	47	31	26		
	Bundles	do	10 0 0	37	18				
Tools	Cases	do	6 0 0	1	6				
Tubes and fittings	Number	do	14 0 0		12				
Tacks	Cases	1 cwt	1 0 0	51	51			106	106
Locks	do	do	3 0 0	8	9			3	

Tangier during 1900—Continued.

Spain.		Italy.		Austria.		Holland.		Portugal.		Total quantities.	Total values.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		English currency.	United States currency.
3	£12									3	£12	\$583
1	1									34	34	166
										11	4	19
										29	145	705
6	30									78	390	1,897
										268	1,340	6,521
										166	42	204
		28								574	402	1,966
										91	546	2,657
										33	198	963
										45	6	29
2	5	80	£200			64	£160			28	15	72
										228	570	2,773
										8	40	194
										10	21	102
										4	8	14
28	42					108	70			188	231	1,124
13	8									957	621	3,022
										16	6	29
										19	8	38
32	192									167	1,002	4,875
										86	198	963
										54	134	652
										13	180	632
										12	120	588
										9	18	87
24	10									3,352	1,340	6,521
										20	9	43
72	72									245	245	1,192
26	169	60	390							124	806	3,922
										11	22	107
30	30									118	118	574
										10	10	48
9	40					5	22			62	278	1,352
		400	700							2,097	3,670	17,860
										12	6	24
										1	7	34
9	5									1,114	557	2,710
1	1					175	168			400	415	2,019
										1	1	5
										16	48	233
62	124									66	132	642
123	245									139	265	1,294
40	120									216	648	3,153
										19	27	131
										28	84	406
										9	45	218
										16	32	155
2	2									121	121	588
										91	455	2,214
										15	18	87
4	2									117	70	340
24	72									75	225	1,094
										3	4	19
										2	1	5
28	4									65	9	43
										3	4	19
										1,158	348	1,693
										13	13	63
7	7									7	7	34
238	175									243	182	885
										59	472	2,296
										28	196	963
										1	3	14
										7	21	102
										16	16	77
										52	416	2,024
										6	72	350
										5	75	364
										18	144	700
										2	2	9
										87	73	355
										37	18	87
										1	6	29
										17	12	58
48										260	260	1,255
										4	12	58

Returns of imports at

Articles.	How manifested.	Weight.	Value.	Great Britain and Gibraltar.		France and Algeria.		Germany.	
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Hardware—Cont'd.			£ s. d.						
Buckets.....	Bales or bundles of 1 dozen.			937	£281	7	£2		
Water pipes.....	(Bundles of 3 cwt. Number)	3 cwt.	2 0 0	34	68				
Elbows.....	do		10 0	190	96				
Connections.....	do		1 0	72	4				
Iron pipes.....	do		9	54	2				
Balustrades.....	do		10 0	17	9	5	8	207	£104
Staples.....	Cases	2 cwt	30 0		8	11	16		
Kettles.....	Bags	do	30 0	2	8				
Fish hooks.....	Cases	do	2 10 0	4	10				
Knives.....	do	1 cwt	28 0	1	1				
Grates.....	(Barrels Cases)	2½ cwt	7 0 0			14	98	43	301
Grates.....	Tons		7 0 0			5	35	5	35
Boilers.....	Cases	3 cwt	15 0 0			4	60	1	15
Pillars (iron).....	Number		3 0 0	1		51	153		
Spades.....	do		3 0 0	1		1	300		
Peelers and weights.....	Dozen		2 0 0			3	6		
Ironware.....	Barrels		30 0			2	3	2	3
Netting.....	Bales	2 cwt	1 5 0	20	25			10	12
Fencing.....	Bundles	do	1 1 0	11	14			10	12
Rope.....	Rolls	do	1 10 0	28	34				
Brass ware.....	Coils	do	1 10 0	6	9				
Stoves.....	do	do	1 15 0	4	11				
Lead pipes.....	Cases	do	1 15 0	4	7				
Sewing manuf-actures.....	do	1 cwt	6 0 0	4	12				
Electrical material.....	Bundles	do	6 0 0	45	270				
Electrical goods.....	Number		2 0 0	1	2				
Tinware.....	do	3 cwt	25 0			3	4		
Tin cans (empty).....	do		3 10 0	18	45	2	7		
Copper ware.....	Cases		6 0 0	6	36				
Copper wire.....	do		6 0 0	3	45	3	45	1	15
Hollow ware.....	Cases		1 10 0	20	30				
Machinery.....	Number		2 2	230	2				
Water wheels.....	do	2 cwt	9 0 0			52	468	1	9
Teapots.....	do	do	9 0 0			2	18		
Iron.....	do	do	25 0	45	56				
Beams.....	(Number Cases)		100 0 0	2	200				
Sheets.....	Cases		7 0 0	34	238	25	175		
Pig.....	Number		22 0 0						
Steel.....	Casks		9 0 0	68	612	1	9		
Sheets.....	Tons		12 0 0	5	60				
Matches.....	Cwt		12 0 0	36	22				
Oil.....	Barrels	2 cwt	1 8 0	591	709				
Cotton seed.....	Number	3 cwt	1 10 0	448	672				
Linseed.....	Bundles	2 cwt	1 4 0	29	35	167	200		
Olive.....	Number	28 bbls.	3 6	130	23			48	8
Petroleum.....	Tons		4 10 0	6	27				
Paints.....	Bundles	2 cwt	9 0	15	7				
Colors.....	Cases	do	3 0 0			88	254	60	180
Indigo.....	Bundles	do	10 0	13	7				
Blue.....	Cases		4 5 0	253	1,075	399	1,696		
Black powder.....	Barrels		4 0 0	508	2,032	235	1,140	89	356
Red oxide.....	Drums	do	4 0 0	1	4	5	20	3	12
Red ochre.....	Barrels	4 cwt	7 0 0	2,254					
Dry colors.....	(Boxes Barrels)		5 0	14	563				
Glue.....	do		1 0 0	133	14			147	147
Putty.....	do		7 0 0	86	931	27	189	24	168
Varnish.....	Cases		7 0 0	6	602	48	336		
Turpentine.....	do		2 0 0	19	12			13	26
Raw.....	Serons	2 cwt	2 0 0	12	38	31	62		
Manufactured.....	Barrels	1 cwt	1 0 0	2	12	31	31		
	do	do	1 0 0	30	2	4	4	6	6
	Kegs	2 cwt	3 0 0	20	90				
	do	do	3 0 0	2	60	1	3		
	Cases	do	2 0 0	3	4				
	do	2 cwt	2 0 0	8	6	1	2	1	2
	do	1 cwt	2 0 0	6	12				
	Barrels		4 0 0					2	8
	do	3 cwt	5 0 0	1	5				
Silk.....									
Raw.....	Bales		80 0 0	1	80	246	19,680		
Manufactured.....	Cases		100 0 0	13	1,300	78	7,800	4	400

Tangier during 1900—Continued.

Spain.		Italy.		Austria.		Holland.		Portugal.		Total quantities.	Total values.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		English currency.	United States currency.
										944	£283	\$1,377
										34	68	335
										190	96	462
										72	4	19
										54	2	9
26										255	129	627
										11	18	87
										2	3	14
										4	10	48
										1	1	5
				8	£56					85	456	2,214
										10	70	340
2	£30									7	105	510
										51	153	744
16	32									1	300	1,459
										16	32	155
										3	6	29
										4	6	29
14	18									44	55	267
16	20									37	46	223
										23	34	165
										6	9	43
										6	11	53
										4	7	34
										2	12	58
										45	270	1,313
										1	2	9
										8	4	19
										15	52	253
11	66									24	144	700
3	18									3	18	87
										7	105	510
										20	80	146
4	36									230	2	9
										57	13	63
										2	18	87
										45	56	272
67	469					39	£273			2	200	973
1	22									165	1,155	5,696
										1	22	107
										69	621	3,022
										5	60	292
										36	22	107
										591	709	3,450
						700	1,050			1,148	1,722	8,379
						236	283			432	518	2,520
										178	31	150
										6	27	131
										15	7	34
										148	444	2,160
										13	7	34
		500	£2,125									
										892	3,328	16,195
1	4									10	40	194
82	574									82	574	2,793
500	125			400	100					3,154	788	3,834
										161	161	783
55	385									239	1,678	8,140
36	252									170	1,180	5,791
										19	36	184
										50	100	486
										43	43	209
										12	12	58
25	75									30	90	438
										46	138	671
										2	4	79
										5	10	48
										6	12	58
2	8									4	16	78
										1	5	24
		120	9,600							367	29,360	142,880
5	500									100	10,000	48,665

Returns of imports at

Articles.	How manifested.	Weight.	Value.	Great Britain and Gibraltar.		France and Algeria.		Germany.	
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£ s. d.						
Spices.....	Bags....	1 cwt...	2 10 0	238	£596	28	£65	10	£25
Cinnamon	Sacks....	70 bbls..	2 2 0			72	151		
Cloves.....	do.....	160 bbls.	3 5 0	131	426				
Ginger.....	Bags....	1 cwt...	2 2 0	124	260	2	4	10	21
Mustard....	Cases....	28 bbls..	1 0 0	1	1	2	2		
Pepper.....	Bags....	140 bbls.	4 4 0	655	2,751	424	1,781	10	42
Pepper, red	do.....	do.....	3 3 0	82	258	20	63	30	95
Aniseed....	do.....	1 cwt...	30 0			4	6	1	2
Stationery	Cases....	do.....	8 0 0	21	168				
Paper.....	do.....	do.....	8 0 0	54	432				
Paper, brown	Bales....	1 cwt...	10 0	7	4	215	107	179	90
Envelopes..	Cases....	do.....	7 0 0			6	42		
Ink.....	do.....	2 cwt...	4 0 0	2	8	3	12		
Labels.....	do.....	do.....	2 0 0			36	72		
Books.....	do.....	do.....	4 0 0	26	104	103	412	5	20
Sugar:									
Loaf.....	Sacks....	1½ cwt..	1 3 0			11,308	12,998	3,618	4,161
Brown.....	do.....	2 cwt...	1 5 0			10	13	60	75
Crushed....	do.....	do.....	1 10 0	750	1,125	981	1,471		
Cut.....	Cases....	do.....	16 0	125	100	67	54	55	44
Tea.....	Chest....	65 lbs...	3 5 0	6,610	21,482				
Tin.....	Cases....	1 cwt...	1 0 0	400	400				
Tobacco:									
Leaf.....	Bales....	2 cwt...	4 5 0	500	2,125	780	3,315	475	2,019
Shaped....	Cases....	do.....	5 0 0	50	250				
Cigarettes	do.....	do.....	6 0 0	40	240	8	48	4	24
Wines and spirits:									
Alcohol....	Barrels	do.....	6 0 0	10	60		135	810	
Absinthe..	Cases....	do.....	1 0 0			43	43		
Anisette...	do.....	do.....	15 0						
Beer.....	do.....	1 dozen	1 0 0	39	39				
Brandy....	Barrels	½ casks..	15 0	271	208				
Cider.....	Cases....	do.....	1 5 0	34	43	212	265	2	3
Champagne	do.....	do.....	10 0	12	6				
	do.....	do.....	3 0 0	14	42	108	309		
Gin.....	do.....	do.....	25 0						
	Cases....	do.....	12 0	12	7				
Liquors....	do.....	do.....	18 0			120	108	10	9
Rum.....	Barrels	do.....	1 0 0	1	1	137	137		
Whisky....	Cases....	do.....	1 0 0	138	138				
	do.....	do.....		226	452	171	342	11	11
Wine.....	Barrels	do.....		75	225	250	750	12	36
Vermuth...	Cases....	do.....				70	56		
Sundries...	Sacks....	do.....	5 0 0	2	2	6	6	20	20
Aluminum..	Barrels	do.....	5 0 0	223	1,115	319	1,595	67	335
Apparatus	do.....	do.....	4 0 0	532	2,660	308	1,540	480	2,440
Bags, empty	do.....	do.....	5 0 0	30	120				
Balloons...	Number	do.....	33	165					
Brushes...	do.....	do.....	150 0 0	61	305	36	180	23	115
Vinegar...	Barrels	do.....	3 0 0	8	24	1	150		
Brass axles	do.....	do.....	1 0 0	2	2	6	6	20	20
Cartridges	Cases....	1 cwt...	5 0 0	5	25				
Cement.....	do.....	1,000	1 0 0	12	12	5	5	2	2
Clocks and watches	Barrels	2 cwt...	9 0			1,156	520	181	81
Copper plates	Cases....	do.....	15 0 0	13	195	25	375	8	120
Coral.....	Cases....	do.....	7 0 0	12	84				
Cork.....	Bales....	2 cwt...	1 0 0			2	2		
Dyewoods..	Bales....	do.....	3 0 0			5	15		
Logwood...	Sacks....	do.....	5 0 0	46	230				
Cochineal	do.....	do.....	5 0 0	10	50	2	10		
Cement.....	do.....	do.....	6 0 0					10	60
Gloves.....	Barrels	4 cwt...	16 0	14	11				
Gum.....	Pkgs....	do.....				1	1		
	Cases....	2 cwt...	3 0 0	53	159	2	6	1	3
Rosin.....	Sacks....	do.....	3 0 0			30	90		
Gypsum....	Barrels	4 cwt...	1 5 0					61	76
Hats.....	Sacks....	do.....	1 6 0	574	23	1,822	588		
Hay.....	Cases....	do.....	6 0 0	18	108	26	156		
Lead.....	Bales....	do.....	1 0 0			233	233		
Leather....	Bundles	do.....	5 0 0	6	30	16	80		
Lime.....	Bales....	1 cwt...	10 0 0	88	880				
Musical boxes	Sacks....	do.....	5 0			50	12		
Organs....	Number	do.....	2 0 0					1	2
Pianos....	do.....	do.....	20 0 0	1	20				
Musical instrument	do.....	do.....	30 0 0	2	60	1	30	1	30
Phonographs	Cases....	do.....	5 0 0			8	40		
Photographic material.	Number	do.....	8 0 0	1	8	1	8		
	Cases....	do.....	2 0 0	2	3				

Tangier during 1900—Continued.

Spain.		Italy.		Austria.		Holland.		Portugal.		Total quantities.	Total values.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		English currency.	United States currency.
				50	£125					324	£810	\$3,941
										72	161	734
										131	426	2,973
1	£2									137	287	1,396
										3	3	14
										1,089	4,574	22,258
31	98									163	514	2,501
19	28									24	36	175
										21	168	817
28	224									82	656	3,192
										401	201	978
										6	42	204
3	12									8	32	155
										26	72	350
13	52			8	32					155	620	3,017
				7,352	8,455					22,273	25,614	124,650
										70	38	428
7	10									1,738	2,606	12,680
				115	92					362	290	1,411
										1,755	7,459	36,299
										50	250	1,216
2	12									54	324	1,576
				1	66					156	936	4,555
										43	43	209
29	44									29	44	214
										39	39	189
										271	208	987
27	34									275	345	1,678
										12	6	29
										117	351	1,708
						1,865	£2,331			1,865	2,331	11,339
						40	24			52	81	150
62	56									192	173	841
										138	138	671
										149	149	725
710	1,420	160	£320						£222	1,491	2,982	14,511
1,127	3,381								63	1,485	4,455	21,679
1	1	57	45							128	102	496
3	3									31	31	150
75	375			10	50					694	3,470	16,886
146	730	106	530	21	105				500	1,701	8,505	41,390
										30	120	584
										33	165	802
										120	600	292
										1	150	729
3	3									8	24	116
										5	25	122
										19	19	92
										1,337	601	2,924
										46	690	3,358
										12	84	414
										2	2	9
										5	15	73
										46	230	1,119
15	90									12	60	29
										25	150	729
										14	11	58
										1	1	5
										56	168	817
										30	90	438
										61	76	369
										8,396	629	3,060
										44	264	1,284
5	5									238	238	1,158
28	140									50	250	1,126
112	1,120									200	2,000	9,733
										50	12	58
										1	2	9
										1	20	97
3	90									7	210	1,022
										8	40	194
										2	16	78
										5	10	48

Returns of imports at

Articles.	How manifested.	Weight.	Value.	Great Britain and Gibraltar.		France and Algeria.		Germany.	
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Pictures.....	Cases.....		£ s. d.	7	£7	7	£7		
Perfumery.....			12 0 0	20	232,459		115,664		£77,516
Personal effects.....	Cases.....		6 0 0	1	240	25	300	6	72
	Pkgs.....		4 0 0	28	606	52	812	1	6
Saddlery.....	Cases.....		15 0 0	12	112	41	164	7	28
Samples.....	do.....		5 0 0	9	180			1	15
	Bundles.....		3 0 0	13	45	8	40		
Shavings.....	Bales.....		1 0 0	250	39			13	39
Straw.....	do.....		1 0 0		250	250	250	184	184
String.....	do.....	2 cwt	6 0 0			26	26		
Seeds.....	Tons.....		4 0 0	4		26	156	6	36
Telephones.....			4 0 0	1	16	3	12		
Tents.....	Number.....		8 0 0	2	4				
Umbrellas.....	Cases.....		5 0 0	2	10	10			
Woolen goods.....	Bales.....		15 0 0	27	10		50		
Blankets.....	do.....		10 0 0		406	2	30		
Zinc.....	Barrels.....		3 0 0			1	20		
Parcels.....	Number.....				1,788		3	34	102
Total.....	£.....				236,170		117,027		77,998
	Dollars.....				1,149,321		569,612		379,577
Specie.....	£.....				24,507		4,750		11,062
	Dollars.....				119,254		23,116		43,833
Grand total.....	£.....				260,677		121,777		89,060
	Dollars.....				1,268,576		592,628		433,410

Tangier during 1900—Continued.

Spain.		Italy.		Austria.		Holland.		Portugal.		Total quantities.	Total values.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		English currency.	United States currency.
6	£6									20	£20	\$97
4	17,176		£15,278		£10,427	6	£5,864	1,200	£936	68	18,967	3,562
	48						72				732	
5	80									159	964	4,648
14	56									90	360	1,752
										13	195	948
										17	85	414
3	9			501	1,503					530	1,590	7,738
										684	684	3,329
										26	26	126
2	12	100	600	8	48					142	852	4,146
										7	28	136
										1	4	19
										2	16	78
										12	60	292
										29	434	2,112
2	20									4	40	19
										35	106	511
	17,351		15,878		11,978		5,436	1,200	936		1,788	483,974
	84,439		77,137		58,291		26,454		4,556			2,429,285
	60,986											101,305
	296,788											498,000
	78,837		15,878		11,978		5,436	1,200	936			585,279
	381,227		77,137		58,291		26,454		4,556			2,922,236

Returns of export at

Articles.	How manifested.	Weight.	Value.	Great Britain, Gibraltar, and Malta.		France and Algeria.		Spain, Melilla, and Canary Islands.	
				Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£ s. d.						
Beeswax	Bags	2 cwt	11 5 0	57	£641	106	£1,192		
Birdseed	do	do	15 0 0	3,414	2,560			215	£161
Carpets	Bales	do	15 0 0	27	405	287	4,305	399	5,943
Curiosities	do	do	6 0 0	89	234			32	192
	Cases	do	5 0 0	50	250				
Dates	do	40 lbs	15 0 0	7,329	5,497	32	24	2,468	1,861
Eggs	do	1,440	2 8 0	3,729	8,950	114	274		
	do	1,700	2 17 0					24,000	68,000
Fowls	Baskets	4 dozen	11 27 0	1,802	2,433			235	317
Goatskins	Bales	3 cwt	11 7 0	576	6,537	280	3,173	220	2,497
Sheepskins	do	2½ cwt	4 0 0			33	132		
Hides	do	do	11 7 0	127	1,441	157	1,782	89	1,010
Oxen	Number	3 4 0	3 4 0	14,418	46,138	121	887	9,120	29,184
Slippers	Bales	do	25 0 0			171	4,276	251	6,275
Woolen goods.									
Clothes (Moorish)	Bales	do	20 0 0			70	1,400		
Halks	do	do	20 0 0			218	4,360	597	11,940
Gilabs	do	do	20 0 0			62	1,240	140	2,800
Blankets	do	do	10 0 0			18	180	18	180
Sundries	Cases	do	5 0 0			21	105		
Almonds	Sacks	2 cwt	6 10 0	2	13	7	45		
Bags (empty)	Bales	do	5 0 0			46	230		
Baskets	Bundles	do	16 0 0	111	89				
Books	Cases	do	4 0 0			24	96		
Cummin seed	Hampers	1 cwt	1 5 0			20	25		
Clocks and watches	Cases	do	10 0 0			1	10		
Coriander seed	do	do	20 0 0	276	276				
Cushions	do	do	10 0 0	10	100				
Camomile	Bales	2 cwt	1 0 0			94	141		
Cork	do	do	16 0 0						
Drad	Bags	do	8 6 0	305	130			127	54
Fuller's earth	Barrels	do	1 0 0	112	112				
Furniture	Cases	do	5 0 0	12	60				
Fenugrec	Bales	2 cwt	10 0 0	1,591	795				
Glassware	Cases	½ cwt	5 0 0			38	190		
Hair, goats'	Bales	2½ cwt	3 0 0	8	24	36	108	411	1,233
Vegetable hair	do	2 cwt	12 0 0			315	189		
Horns	Sacks	do	1 0 0	46	46				
Horses	Number	do	10 0 0	3	30	1	10		
Leather	Bales	2½ cwt	15 0 0			75	1,125		
Linseed	Bags	3 cwt	2 10 0	104	260				
Mules	Number	do	15 0 0	2	30				
Mats	Bales	do	2 0 0			5	10		
Ox tail	do	3 cwt	5 5 0			6	26		
Palmito rope	do	do	1 0 0	10	10				
Personal effects	Cases	do	6 0 0	88	528				
Pigeons	Bales	do	6 0 0	14	84				
Residues, consisting of hoofs, etc.	Baskets	do	1 0 0	29	29				
Soap, mineral	Sacks	do	51 0 0					1,034	258
Gesame	Bales	2½ cwt	2 0 0			294	588		
Sundries	Sacks	do	1 8 0						
Tobacco	Bales	do	5 0 0			4	6		
Trays	do	1½ cwt	3 10 0						
Tripes	Bundles	do	10 0 0	23	230				
Wine	Bales	do	1 0 0					46	46
	Barrels	do	3 0 0						
Total					£77,932		£25,643		132,431
Specie					\$379,256		\$124,792		\$644,475
					£22,223		£28,540		£25,361
					\$108,148		\$138,890		\$123,419
					£100,155		£54,183		157,792
					\$487,404		\$263,682		\$767,894

Tangier during 1900.

Egypt and Tripoli.		Germany.		Portugal.		United States.		Senegal.		Italy.		Belgium.		Total quantity.	Total value.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		English currency.	U. S. currency.
		3,943	£44,360											4,086	£46,193	\$224,796
4	£60			5	£75									3,629	2,221	13,242
						10	£60							722	10,880	52,704
		91	455	2	10	16	80				£15			245	1,306	6,356
		22	16	23	17									9,874	7,406	6,837
		232	557													
						2,412	27,336			958					78,181	880,468
															2,750	13,382
															40,501	197,098
															132	642
		110	1,248	49	559					783				38	6,820	33,190
1,658	41,450							400	10,000					23,659	75,709	365,518
17	840	2	40					125	2,500					2,480	62,000	301,723
685	13,700							125	250							
															41,180	200,402
															21	105
															9	58
															46	230
															111	89
															24	96
		10	12												30	37
															1	10
															276	276
															10	100
															94	141
															1,060	848
															432	184
															1,024	1,024
912	912	17	85												29	145
															1,591	795
															38	190
		6	18												488	1,464
		36	22							27	£31				351	211
															46	46
															4	40
10	150														85	1,275
															104	260
															2	30
															10	20
															5	26
															10	10
															96	576
															14	84
															29	29
															1,034	258
10	20														304	608
		12	17												16	22
															4	4
		40	140	1	5										40	140
															23	23
															46	46
		50	150												50	50
	£56,642		£47,120		£1,511		£27,476		£15,000		£1,736		£96		385,587	1,876,459
	\$275,648		\$229,809		\$7,357		\$133,712		\$72,998		\$8,548		\$467			
			\$200												76,324	371,431
			\$973													
	£56,642		£47,320		£1,511		£27,476		£15,000		£1,736		£96		461,911	2,247,890
	\$275,648		\$230,282		\$7,357		\$133,712		\$72,998		\$8,548		\$467			

Recapitulation of the international shipping of 1900.

Nations.	Registered tonnage.	Crew.	With cargoes.			In ballast.			Total.		
			Ves-sels.	Ton-nage.	Crew.	Ves-sels.	Ton-nage.	Crew.	Ves-sels.	Ton-nage.	Crew.
Great Britain.....	33,188	1,065	272	125,779	4,538	86	12,782	866	308	138,561	5,404
Spain.....	4,792	1,296	402	119,883	8,004	419	9,354	2,798	821	129,237	10,802
France.....	12,609	567	66	43,816	1,911	5	3,194	185	71	47,010	2,096
Germany.....	28,344	659	46	44,825	1,074	.....	.....	.....	46	44,825	1,074
Italy.....	5,936	231	16	28,707	1,131	.....	.....	.....	16	28,707	1,131
Austria.....	8,710	223	9	13,868	367	.....	.....	.....	9	13,868	367
Holland.....	12,098	337	16	13,252	366	1	472	16	17	13,724	382
Roumania.....	1,452	33	.....	.....	.....	1	1,452	33	1	1,452	33
Portugal.....	605	409	6	168	39	35	543	437	41	711	476
Norway.....	302	12	2	604	24	.....	.....	.....	2	604	24
Denmark.....	361	11	2	361	11	2	361	11
Total.....	108,397	4,843	837	391,263	17,465	497	27,797	4,335	1,334	419,060	21,800

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